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Everywhere it is called "The World's Greatest Buy"
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Touring G\$1,600 Coach G\$1,775
Including complete special equipment.

THE DRAGON MOTOR CAR CO., LTD.
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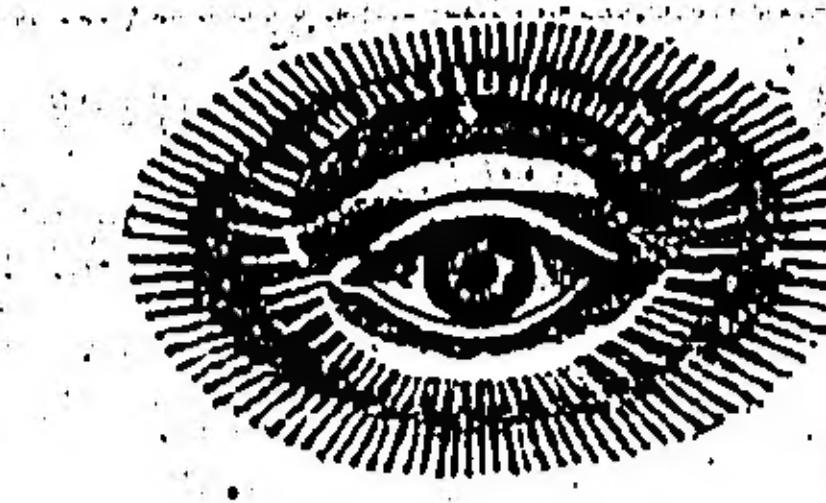
China Mail

ESTABLISHED 1845

No. 25,584

HONG KONG, SATURDAY, JUNE 11, 1927.

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N. LAZARUS.

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LADIES' HAIR DRESSERS.
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By Expert
Barbers.
19, Queen's Road C. Tel. C. 151.

HONGKONG DOLLAR DIRECTORY
Full particulars for the
1928 DIRECTORY
can be sent in now.



Mr. Sun Fo, son of the late Dr. Sun Yat-sen, who is still in league with the Hankow Party in their latest ambitions.

His ports appears to be more or less unchanged—British Naval Wireless.

UNDERWOOD TYPEWRITERS
Small 3-Bank Portable Model
New 4-Bank Portable Model
and
Standard Office Machines

Every Size always in stock
Suitable for all requirements.

SOLE AGENTS

Queen's Building.

DODWELL & CO. LTD.
Ground Floor
Opposite Ferry Wharf 4
Tel. 1030 Central.

COMMUNIST CONFERENCE. EFFORTS TO FORM A NEW ALLIANCE. HANKOW'S DANGER DECREASES. WOUNDED POURING IN FROM HONAN. APPALLING CONDITIONS DESCRIBED. FOLLY OF DRIVING OUT FOREIGN DOCTORS.

Instead of racing to Peking, the Hankow leaders are now assembling at Chengchow for an important conference to discuss the consolidating of their recent gains in that region.

Efforts are now being made by the Reds to arrange an alliance between Feng Yu-hsiang and Tang Seng-chi, whose allegiance to the Communists has lately been uncertain.

Meanwhile the threat against Hankow city itself by the advance of General Yang Sen has been lessened owing to reverses that leader has sustained in the field.

Appalling sights are being witnessed in Hankow with the arrival daily of wounded from Hankow, the neglect and squalor being of a dreadful description.

FIVE LEADERS.

As Alliance Against The
Anti-Reds?

Hankow, June 10.

For the purpose of consolidating the position of the Communists in Hankow and with a view to getting a united policy—Mr. Sun Fo—General Tan Yen-kai and General Chang Hua-hui have proceeded to Chengchow, to which the Communist armies under Tang Seng-chi have advanced.

The conference is to take place between the three above mentioned and General Teng Yen-ta and Marshal Feng Yu-hsiang.

Hankow Safer.

In the meantime, the threat to a united policy, Mr. Sun Fo, General Yang Sen (of Szechuan province) has diminished, due to a check sustained in the field, the forces having withdrawn to Kien-lu.

A Japanese convoy, consisting of a gunboat and four steamers, proceeded up the Yangtze River from Hankow this morning.—British Naval Wireless.

RIVER FIRING.

Chenglin Leaders Promise
Surcease.

Chenglin, June 10.

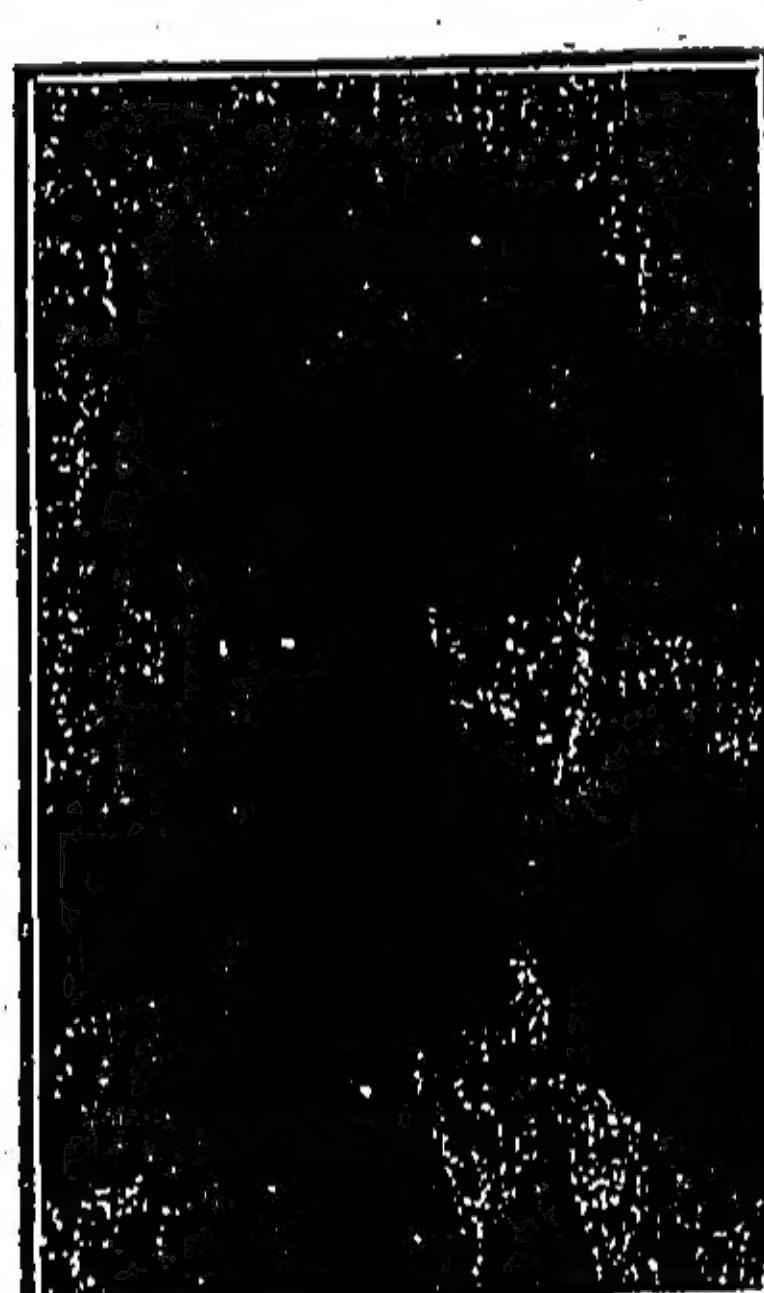
An undertaking has been given by the Chinese military here, who appear to be anxious to retain friendly relations, that there will be no firing on foreign gunboats.—British Naval Wireless.

STILL QUIET.

No Change Reported On
Yangtze.

Shanghai, June 10.

The situation here and at Yang-



General Teng Yen-ta, formerly Chiang Kai-shek's Quartermaster-General and now one of the leading politicians of Hankow. Note the necktie which, in the original, is red!

between General Tang Seng-chi and Marshal Feng Yu-hsiang, in the interests of Hankow, as opposed to the Nanking Nationalists.

Chengchow is the main base of the Hankow Army.

A Surprise.

The inclusion of Tan Yen-kai in the party of Hankow alliance-makers comes as a surprise. He is a personal friend of Chiang Kai-shek and, prior to the Kuomintang split, was chairman of the Nationalist Political Council. Through his being at Hankow when the Party quarrel reached a head, he has been "kept there," ostensibly siding with the Communists. Mr. Sun Fo, General Chang Hua-hui and General Teng Yen-ta are other heads in Hankow.

Meanwhile, other developments are taking place in the negotiations to fix up triple and quadruple alliances in China, with "for or against" Communism as the basis of understanding.

General Yang Sen's offensive has spent itself in abortive attempts to reach Hankow from different directions and, as before, he is moving back to his stronghold in Szechuan. Yang Sen's defeat slightly increases Hankow's prestige but it is doubtful if an alliance can be arranged between General Tang Seng-chi and Marshal Feng Yu-hsiang as each will want the other to be the superior and the other to be the subordinate.

AMERICAN FORCES.

Further Contingent Leaves
Manila.

Manila, June 10.
The third American Expeditionary Force for China, comprising 1,150 Marines, fifty trucks, twenty-five tankers and an aviation unit, sailed for Shanghai this evening. Colonel H. C. Davis is in command.—Reuter.

BOMB THROWN.

Attempt on Chinese
General.

RUSSIAN SUSPECT ARRESTED.

Peking, June 10.

An attempt to assassinate General Tso-hsiang on a railway has failed and a Russian suspect has been arrested.

General Chang Tao-hsiang is one of Marshal Chang Tao-lin's sub-

OUR \$50 PRIZE.

Reminder to Cross-Word Puzzle
Competitors.

The sixth cross-word puzzle of the "China Mail's" new series appears to-day for the last time and competitors are reminded that their entries must reach the "China Mail" Office, No. 5 Wyndham Street, not later than noon on Monday next. The seventh puzzle of the new series will be published on Monday.

dinates. He was travelling from Peking to Tientsin and a bomb was thrown at the train when near Tientsin East station. General Chang Tao-hsiang was not injured.

Amoy, June 10.

Both the military and the Police are actively taking measures to round up the Communists here.

The Triple Alliance.

Peking, June 10.

General Yen Hsi-shan of Shansi has informed General Chiang Kai-shek that Marshal Chang Tao-lin agrees to accept the late Dr. Sun Yat-sen's three principles (The People's Three Principles) but that Chang Tao-lin will not accept a reduction of his military power. In view of the approach of an alliance between General Tang Seng-chi and Marshal Feng Yu-hsiang, General Yen Hsi-shan also asks Chiang Kai-shek what measures he is taking to oppose them.—Hong Kong Evening Post.

BRITISH PLANES.

Nanking Foreign Minister's
Protest.

Shanghai, June 11.
Dr. C. C. Wu, Foreign Minister of the Nanking Government, has protested to Sir Miles Lampson (British Minister) with regard to British aeroplanes flying over Canton on May 18, also against British planes flying over Shanghai.—Reuter.

WORKING TOGETHER.

British and American
Co-operation.

Peking, June 11.

Major-General John Duncan, commanding the British Defence Forces in China, speaking at a lun-

cheon at the Anglo-American Association spoke of his close relations with General Smedley Butler (commanding the American contingent) and declared that if trouble occurred here, no doubt British and American co-operation will be as close as Peking and Tientsin as it has been recently at Shanghai.

Reuter.

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DODWELL & COMPANY, LTD.

FOR BOSTON AND NEW YORK Via SUEZ.
S.S. "CORY CASTLE" Sails on or about 19th June.

LLOYD TRIESTINO

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE
FOR BRINDISI, VENICE AND TRIESTE (FIUME).
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
SEA AND DANUBE PORTS.
REDUCED PASSAGE RATES.
BRINDISI, VENICE & TRIESTE £72.10.0.
LONDON £80.0.0.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI
From Hong Kong.
M.V. "VIMINALE" Sails on or about 23rd June.
M.V. "REMO" Sails on or about 21st July.
HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE
From Hong Kong.
M.V. "ROMCLO" Sails on or about 28th June.
M.V. "VIMINALE" Sails on or about 26th July.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO
SOUTH AFRICAN PORTS.
S.S. "UMVOLOSO" Sails from Calcutta 30th June.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.For Freight or Passage on any of the above Lines apply to:
DODWELL & CO., LTD., Agents.
Telephone Central 1030.

SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
TENYO MARU Monday, 18th June, at Noon.
• KOREA MARU (Calls Keelung) Tuesday, 25th June, at 10 a.m.
SHINYO MARU (Calls Keelung) Tuesday, 12th July, at 9 a.m.
* Calls Los Angeles.
LONDON via Singapore, Suez Marseilles & Ports.
SUWA MARU Saturday, 18th June, at 11 a.m.
FUSHIMI MARU Saturday, 2nd July, at 11 a.m.
HAKOZAKI MARU Saturday, 16th July.
SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU Wednesday, 22nd June, at 11 a.m.
AKI MARU Wednesday, 20th July, at 11 a.m.
BOMBAY via SINGAPORE & COLOMBO.
SADO MARU Saturday, 11th June.
GENO MARU Monday, 27th June.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.
RAKUYO MARU Monday, 11th July.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KAWACHI MARU Saturday, 9th July.
NEW YORK and/or BOSTON via PANAMA.
ASUKA MARU Monday, 13th June.
TAKAOKA MARU Tuesday, 28th June.
LIVERPOOL via Singapore, Colombo, Port Said & Ports.
DURBAN MARU Thursday, 10th June.
CALCUTTA via SINGAPORE, PENANG & RANGOON.
NAGANO MARU (Omite, Calcutta) Tuesday, 14th June.
AKITA MARU Saturday, 18th June.
NAGASAKI, KOBE & YOKOHAMA.
AKI MARU Friday, 17th June.
SHANGHAI, KOBE & YOKOHAMA.
PENANG MARU (Moji direct) Tuesday, 14th June.
HAKUSAN MARU Monday, 13th June.
MATSUYE MARU Friday, 17th June.
MORIOKA MARU (Moji direct) Wednesday, 22nd June.
For further information apply to NIPPON YUSEN KAISHA.
Tel. Central No. 292 (Private exchange to all departments.)LIGNES COMMERCIALES (Cargo Boats).
Monthly Sailings direct to HAMBURG, ROTTERDAM, DUNKIRK.

S.S. "YANGTSE" due to arrive from DUNKIRK, LONDON, HAVRE about the 20th June.

SERVICES CONTRACTUELS (Mail Service).

Steamers.	Sailings from Marseilles.	Arr. at Hong Kong & Sailings for Shanghai and Japan.	Sailings from Hong Kong for Marseilles.
ANGERS	B		
PORTUS	A		
SPHINX	A	20th May	21st June
PAUL LEUAT	A	2nd June	5th July
AMAZONE	B	17th June	10th July
CHANILLY	A/B	1st July	2nd August

RATES OF PASSAGE MONEY TO MARSEILLE

(including Table Wine and Free Doctor's Attendance).
A Class 1st Class £29. 0s. 0d. B Class 1st Class £35. 0s. 0d.
Steamers 2nd Class £20. 0s. 0d. Steamers 2nd Class £21. 0s. 0d.
Through Tickets to London and Landing Towns of Europe.
Accommodations reserved in the Trains at Marseilles.
(Sailings subject to alteration without notice).
For full particulars apply to Cie. des MESSAGERIES MARITIMES.

Telephone Central 1471, 2 Queen's Building.

CONSIGNMENT TRANSIT REPRESENTATION.

SHIPPING SECTION.

CARGO STEAMERS.

BETTER TIMES FOR TRAMP
SHIPPING.

The purchase by Messrs. Holdin and Co., managers of the Court Line and the United British Steamship Company, of a fleet of cargo steamers, formerly owned in Cardiff, emphasizes the fact, generally recognized in shipping circles, that the tramp shipping industry is gradually coming into its own again after five or six years of deep depression. This long period, during which the freight rates obtainable were insufficient to cover running costs, forced many shipping companies into liquidation, their plight being rendered the more hopeless in that in the majority of cases the steamers they owned were purchased during the boom of 1919 and 1920, when the value of tonnage reached an extraordinarily high level. An example may be cited where four vessels stood in the books of the owning company at close on £35,000, whereas their market value was no more than about £9,000, a state of affairs which necessitated writing down the £1 shares to 6s. 8d.

The heavy importations of foreign coal during the mining stoppage proved a godsend to owners of tramp steamers, and the great diversion of shipping to American and other coal shipping centres abroad had the effect of leaving some important markets denuded of cargo carrying facilities. As a consequence there arose, in particular, a keen demand for vessels to carry grain from the "River Plate," so much so that whereas in March last year 124, per ton was accepted for heavy grain for the United Kingdom or Continent, towards the end of the year shipper were paying as much as 55s. With the end of the mining trouble and the resumption of coal exports from Britain, ships began to return to the Plate, with the result that rates began to decline once more, ruling at the present time at about 27s. to 28s. for prompt loading. "Montreal" is also calling for grain carriers, and it is hoped by owners that profitable business will be forthcoming in due course from Australian grain shipping ports, where, it is reported, large quantities of wheat are available for export.

The prosperity of the tramp section of our Mercantile Marine is a matter which exercises a close bearing upon the national prosperity. In bad times like those that have been experienced, owners, rather than lose money by keeping their ships in commission, lay them up, and in July last the total idle in British ports alone was 859,739 net tons, which meant, of course, the unemployment of thousands of shipmasters, officers, deck hands, and firemen. The latest official figures show that the quantity of non-commissioned tonnage has fallen to 364,874 tons, which can be taken as a measure of the greater activity now prevailing. "Observer."

A number of Italian troops arrived in Hong Kong on Friday aboard the "Venezia," from Trieste.

The cable ship "The Cable" (Capt. J. A. Flett), owned by the Eastern Extension and Australian Telegraph Company, has arrived in Hong Kong and leaves for operation in Chinese waters within a few days.

CONSIGNEES' NOTICE.

Consignees of cargo ex. s.s. "Porhus" are reminded to send in their claims to the Agent before June 16.

THE BANK LINE, LTD., General Agents.

COMMONWEALTH LINE.

SALE RECOMMENDED BY
COMMITTEE.

Sydney:—As the outcome of its inquiry into the affairs of the Commonwealth Shipping Line the Federal Public Accounts Committee will recommend to Parliament that the line be disposed of.

The recommendation will probably be qualified by a proviso that the line shall not be sold unless a satisfactory offer is received.

Labour members of the Committee disagree with the recommendation of the majority.

Sir Granville Ryrie, Chairman of the Public Accounts Committee during the major portion of the inquiry, has stated that he was not aware of any decision which might have been arrived at by the Committee as he had severed his connection with it at the time of his appointment as High Commissioner.

The question of selling the line had not been discussed by the Committee while he was a member, but he said if a vote had been taken on this question he would certainly have agreed to recommend the sale of the line provided an offer was received commensurate with the value of the line.

LARGEST ELECTRIC LINER.

The Peninsular and Oriental Steam Navigation Company have placed with Messrs. Alexander Stephen and Sons, Linthouse, Glasgow, an order for a passenger liner of 19,000 tons, designed for propulsion by high-pressure turbines, water-tube boilers, and electrical transmission gear. The vessel, which is intended for her owners Indian trade, will be over 600 feet in length, and the high-pressure turbines will obtain steam from Yarrow boilers working at a pressure of 375lb. per square inch.

The transmission of power from the turbines to the propeller shaft will be electrical, and the speed of the ship will be 19 knots. The vessel will mark a new epoch in the development of the steam engine in Britain, as she will be the first large ship of this type to be fitted with the electric drive. This step will bring marine practice closer to land practice, and will allow of an installation which can accommodate itself economically to the varying powers required on some trades. Accommodation will be provided for about 400 first class and 300 second class passengers, and will be on the most ample and luxurious scale suitable to a vessel of this class.

MOVEMENTS OF STEAMERS.

The Ben Line s.s. "Bendoran" from Middlesbrough, Antwerp, London, Straits and Philippines, is due to arrive here to-morrow.

The P. & O. s.s. "Mirzapore" left Moji for this port on June 9, at 4 p.m., and is due here on June 14, at about 4 p.m.

The E. & A. Co.'s s.s. "Tanda" left Moji for this port on May 27, p.m., and is due here on June 18, at about daylight.

The following vessels of the Compagnie des Messageries Maritimes are expected here:

"Yang Tsu," June 20.
"Sphinx," June 21."Paul Lecat," July 5.
"Amazone," July 19.
"Yalou," July 22.
"Chantilly," August 2.
"Athos II," Aug. 5.
"Athos II," Aug. 16.
"D'Artagnan," September 3.

The m.v. "Benares" (Swedish East Asiatic Co., Ltd.) left Antwerp on May 20, and is due here on or about June 28.

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S. S.	Tons	From Hongkong About	Destination
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MIRZAPORE	6,715	15th June	Marseilles & London
MANTUA	10,945	26th June	Marseilles & London & Antwerp
KHIVA	9,135	9th July	Marseilles, London & Antwerp & Hull
KALYAN	9,144	16th July	Marseilles, London, Antwerp & Hull
ALIPORE	5,673	21st July	Strait & Bombay
MACEODONIA	11,120	23rd July	Marseilles & London
NOVARA	7,923	3rd Aug.	Strait & Bombay
KASHGAR	9,095	6th Aug.	Marseilles, London & Antwerp
RAWALPINDI	16,019	20th July	Marseilles & London
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	8,000	29th July	Melbourne

Regular monthly sailings from Hongkong to Japan and Hongkong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambungan, Tawau, Timor, Darwin, or other ports en route as inducement offers.

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The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

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TALMA	10,000	12th June 6 a.m.	Amoy, Shanghai, Moji, Kobe & Osaka
KALYAN	9,345	16th June	Shanghai, Moji, Kobe & Osaka
TAKLWA	7,936	17th June	Amoy, Moji, Kobe & Osaka
ALIPORE	5,673	18th June	Shanghai, Moji & Kobe
MACEODONIA	11,120	24th June	Shanghai, Moji, Kobe & Yokohama
NOVARA	6,089	29th June	Shanghai, Moji, Kobe & Yokohama
ARAFURA	6,000	5th July	Moji, Kobe, Osaka & Yokohama
KASHGAR	9,095	8th July	Shanghai, Moji, Kobe & Yokohama
NYANZA	7,023	8th July	Shanghai, Moji & Kobe
RAWALPINDI	16,619	22nd July	Shanghai, Kobe & Yokohama

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Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

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Steamers on London and Australian Lines are fitted with Laundries.

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S.S. "HELENUS" Via Suez Canal 31st July.
S.S. "CITY OF BEDFORD" Via Suez Canal 4th Aug.Steamers proceed via Suez Canal or Panama Canal at Owners' Option.
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THE CHINA MAIL.

FLYING BOATS.

CO-OPERATION WITH
STEAMSHIPS.

GREAT BRITAIN'S NEED.

In a lecture which he gave to the Royal Aeronautical Society, Major R. E. Penny, A.F.R.A.E.S., pointed to the necessity for Britain to concentrate on seaplane building and indicated the future co-operation between seaplanes and steamers.

He declared that we in Britain, who by tradition are more intimately associated with the design of craft for sea operation than any other country, and have led the world in shipbuilding and ship operation, have designers and manufacturers who equally well pioneered the development of seaplane and flying boat design.

After an historical survey of seaplane development, prior to, and during the War, Major Penny added:—In the early stages the difficulties which had to be encountered were much greater than in the case of land machines. A crash very often led to the complete loss of the seaplane, and therefore it was impossible to find the cause of the accident. A further difficulty was the fact that the problem of "getting off" and alighting was not the simple one of dealing with the matter of an aerodrome where the surface was fixed, but conditions varied from day to day, and all these varying conditions of tide, weather and sea had to be met with, and the problems arising from them solved, quite apart from any question of making the machine a good type of aircraft.

Size.

It is only now after the long years of development, that one is able to see the great improvements that have been made in the design of seaplanes and flying boats to withstand the buffeting of rough seas, to take off and alight with a minimum amount of spray, and finally to obtain a structure which was relatively as light as in the aeroplane of corresponding weight.

Experience has shown, and it is indeed obvious, that the small flying boat with the single engine fitted in the wing structure can never be aerodynamically efficient, and in consequence of this the development of the large multi-engine machine has become a necessity. As in the case of ships, the larger the vessel the more seaworthy, and this circumstance will inevitably lead to a great increase in size. The many complicated and controversial problems with regard to the design and handling under operational conditions of large flying boats can only be satisfactorily solved by gradual development. If this development were limited entirely to increase in size without alteration of geometrical form or of the materials used in construction, a limit of useful size might almost be within sight.

Seaworthiness.

The experience already obtained in the design and construction of large flying boats and aeroplanes has shown that still larger machines can be built than those already constructed without that increase in structure weight which theoretical considerations show must ultimately impose a limit on size.

There is one feature in the development of big machines, viz., the size and disposition of the power units and propellers that will have a determining influence upon the future size of aircraft. As the flying boat increases in size so there should be obtained an increased water clearance for propellers and therefore a greater seaworthiness in rough weather.

It is a matter of actual experience that in the larger boats which have been built to-day, the water clearance for the propeller is not greater than in the smaller ones, owing to the employment of similar number but larger size power units which call for an increase in size of propeller with increased size of boat. If full advantage is to be taken of the greater seaworthiness of the large boat the power units must be increased in number and not in size. The same diameter propeller as in the smaller craft will then be used and the propeller clearance greatly increased. Otherwise the seaworthiness of the large flying boat will be more apparent than real.

New developments to-day in the use of variable wings, in the employment of higher loadings and full application of metal construction will all have their cumulative effect in making design more efficient.

As great, or even greater, possibilities lie ahead of us in the use of higher compression ratios in the engine and consequent fuel economy and geared variable pitch propellers, increased efficiency of the power unit and reduced fuel consumption offer bigger scope to-day for seaplane improvement than almost any other channel. All of these improvements will make still more apparent the improved conditions which the large flying boat offers, owing to its increased efficiency and increased range.

Speed.

It is not only for military and naval purposes that we in the British Empire have to consider the large seacraft. For commercial

work the seaplane or flying boat has qualities to offer to the travelling public greater than the corresponding land machine once it is proved to the public that travel by air over the sea is not attended (except as a very remote possibility) by the chance of forced alighting and shipwreck. The aeroplane, where a large volume of passenger traffic is available, has to compete with railway services with speeds of anything up to 60 m.p.h. The seaplane or flying boat rarely has to consider anything more than a 15 or 17 knots competitor.

It is a fact to-day that the aeroplane alone offers a real advantage as a competitive means of transport to land and sea facilities where narrow straits of water have to be crossed which greatly decrease the normal rate of travel. An excellent illustration of this is the London-Paris service.

For Britain development of the seaplane is of paramount importance. We do not possess aerodromes or alighting harbours closer than Gibraltar or Malta. These provide much better facilities for flying boats than for land machines.

All along our present trade routes where coaling stations exist for the Navy, seaplane bases have been or could be formed. We have, therefore, with little expense, all the harbour organisation available for the development of seaplane or flying boat routes, and these lie at points already familiar to the traveller by sea and are available at little cost to the country. Wherever we look on Imperial air routes, the situation is marked out for development by flying boats. The routes were opened up by steamships, and it is only now by the use of the higher speed form of transport by air that speeds along these routes can be accelerated.

OVERLOADING.

BOARD OF TRADE
CONSIDERING PENALTIES.

THE CASE OF THE "EASTWAY."

In the House of Commons, Mr. Cadogan asked the President of the Board of Trade whether, in view of the finding of the court of inquiry into the loss of the steamer "Eastway," with 29 lives, to the effect that the registered manager was culpable and blameworthy in connection with her overloading, the Board of Trade proposed to institute proceedings against him for misdeemeanour, whether, if the cost of the inquiry exceeded the sum of £1,000, for which the registered manager had been made liable, the excess of such expenses would have to be borne by the taxpayer, and whether His Majesty's Government would introduce legislation to increase the punishment for the offence of overloading.

Sir Burton Chadwick.—The question is being considered whether the evidence in the case of the "Eastway" is such as to justify proposing further proceedings. Wreck inquiries are conducted at the public expense, and any balance on the "Eastway" case would fall on the vote. I will consider whether further penalties are necessary or desirable for the purpose of preventing overloading at ports abroad.

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Just arrived fresh Shipment
Finest American
CHOCOLATES
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Exquisitely packed in beautiful
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Hong Kong, Saturday, June 11, 1927.

SATURDAY CAUSERIE.

Linking up the Empire by air has now become simply a question of adequate finance and careful organisation, according to Sir Sefton Brancker, Director of Civil Aviation, who recently returned from a four months' aerial tour. There are in his opinion no technical difficulties that cannot now be overcome and the initial steps in the inauguration of the scheme will be the carrying out of tests with large multi-engined flying boats which will finally give services along the ocean sections of the Empire air lines, providing vital links in the 10,000 mile air chain which before long should extend from London to Australia and to the Far East. These tests will be all the more keenly followed in Hong Kong in view of the part that the Colony is to play in providing a centre for linking up the Far East with the Empire chain. Difficulties of finance and organisation have yet to be overcome but in the light of recent civil aviation achievements, an optimistic outlook as to a comparatively early commencement of the service would appear to be justified.

Apprehensions on the part of the uninitiated as to the safety and reliability of aerial transport will probably militate against the general use of the service at first but in this connection it is interesting to note the following figures given by Sir Sefton. Since the War, over 5,000,000 miles have been flown on British air lines.

equal to 200 times round the world, and there have only been four fatal accidents. On that record it cannot be pleaded that air transport, properly administered, is dangerous. With regard to the airships which are included in the new aerial developments, two big ships are at present under construction, each of 5,000,000 cubic feet, more than twice as big as any airship yet built, and capable of carrying a hundred passengers. Each will be fitted with a dining room for fifty persons, a lounge and smoking room. They will cruise at 65 miles an hour, permitting Egypt to be reached in two days, Ceylon in four and Australia and the Far East in nine to ten. These airships will be like the old sailing ships, seeking trade winds to help them and avoiding storms. It will be extremely interesting—not to mention convenient—and the life and soul of it will be accurate weather reporting.

The writing off by the Peak Tramway Company of the cost of the Wanchai and Wanchai Gap survey shelves a scheme which, by providing quick transport to remote districts of the higher levels, would be a great boon to present residents in these areas, and would lead to considerable development, particularly in the Mount Cameron district. The decision of the Company is a sequel to the indication given a year ago that unless the Government was prepared to help in the way of guaranteeing a dividend for a certain period, the scheme would have to be abandoned. That the Company has realised the possibilities of such a scheme is obvious from the fact that they incurred considerable expense in undertaking the survey but they are evidently of the opinion that the returns would not for a considerable period be commensurate with the expenditure. In this, they have the early experience of the present Peak Tramway to guide them. From 1889 to 1892 they received no dividend from the line and it was not until 1898 that they were able to pay a dividend of over 7 per cent.

Looking to the developments the scheme would bring about, it is a pity that the Government has not seen its way clear to give some kind of guarantee for a period, as undoubtedly, by making possible the development of the Peak in a

residential area the Company has helped the Government considerably. There were few houses and no hotels on the Peak when the present line was opened. The difficulties in the way of laying the line to Mount Cameron would be considerable. A lot of privately owned land between Murray Barracks and Wanchai Gap would have to be traversed, and considerable expense would have to be incurred in overcoming the gradients to Wanchai and Morrison Gaps. For a tramway scheme to be a success financially, there would have to be a fairly considerable and stable demand, and with the growth of motor transport one is led to wonder whether there would be this demand at present. Having regard to the economic factors involved, the decision of the Tramway Company appears to be the only one they could come to at the present, but it is to be hoped that the last has not been heard of the scheme and that when times are more propitious the subject will be again revisited.

Whilst the British Government has no wish to interfere in the domestic politics of Egypt, it has been obliged to take safeguards in view of the organised attempt to convert the Army into a weapon at the disposal of the Wafd party. Three warships have been despatched to Egyptian waters in the belief that their presence will have a restraining influence on the disorderly elements endangering the lives and interests of foreigners; meanwhile, the conversations between Lord Lloyd and the Egyptian Government are progressing. Since the British Protectorate of Egypt ceased in 1922, the Egyptian Nationalists have seized every opportunity of shewing their annoyance at the measure of control which, under the new constitution, British undertook in the matter of the defence of the country and the protection of foreigners. These precautions were rendered necessary owing to the attitude of the Wafd extremists to British interests in the Sudan and to the danger of other Powers contending for control of Egypt's destinies in the event of British protection being withdrawn. The fall of Adly Pasha's Government, in April strengthened considerably the hands of the Egyptian Extremists, the present coalition being entirely at the mercy of the Wafd.

Whilst the chief hope has always been an understanding with Zaghlul Pasha, the one man with sufficient personal popularity to carry through an unpopular policy, his attitude in regard to the army of occupation and the position of British military officers and civil officials has made a settlement difficult.

The prizes at the end of the day were presented to the winners by Mrs. Russell Brown, who gave a word of greeting to each of the recipients as they came forward, and the usual three cheers and a tiger with various votes of thanks brought a most enjoyable day to a close.

During the evening a capital show was staged at the Chefoo Club by our talented local artists, assisted by several of the men from the British man-of-war, who carried out a variety programme to the great enjoyment of all present. At the close, dancing was very much to the fore.

The committee responsible for the whole day and all its happenings was composed of the following:—Mesdames Russell Brown, Eckford, and McCarthy, and Messrs. Russell Brown, V. R. Eckford, R. A. Eckford, H. E. Rafton, and G. Welch, with Mr. W. Malcolm, Jun., as treasurer.

The rope used in the tug-of-war was presented to the Boys' School by H.M.S. "Magnolia" at the end of the Sports.

During the visit of the "Magnolia" a cricket match was arranged between a team from the ship and the C.I.M. Boys' School. A large number of friends turned out to see the game and were not disappointed as the play was good throughout.

The School won by an innings and seven runs, which was a most excellent performance, as the boys rarely get the chance of playing against a team of visitors.

PUBLICITY PAYS.

TRIBUTE TO NEWSPAPER ADVERTISING.

MILLIONAIRE'S VERDICT.

Chicago.—Clarence Saunders, head of the Piggly Wiggly chain of grocery stores who went broke two years ago, at which time he owed \$160,000, now rates himself a millionaire again and says he got that way because he didn't care for money. Newspaper publicity helped him considerably to regain his feet.

In an address before the Illinois Manufacturers' Association, Mr. Saunders revealed to-day that in the past two years he has paid off his \$180,000 debts and then, on borrowed capital of \$12,000, started a new chain of grocery stores which have been so successful that 231 such stores in 130 towns are being operated under his franchise.

"Worked Wonders."

Most of the \$12,000, he said, went into newspaper advertising which he said had "worked wonders."

"Money in itself never has been my object," said Mr. Saunders, 46, whose home is in Memphis, Tenn. "That is why I was able to do it. It was the organisation I wished to build that is what I have built."

"When I lost my fortune and my stock in Piggly Wiggly through a fight on Wall Street, I was penniless, jobless and homeless. I didn't wait to moan over my losses, but started right in again, because money in itself didn't mean anything."

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"I have lost my fortune and my stock in Piggly Wiggly through a fight

LOCAL LAWS.

(Continued from Page 1.)

Foreign Functionaries.

10. One class of persons is in this Ordinance omitted from the list of persons entitled to registration in the second part of the register, i.e., "salaried functionaries of foreign Governments not carrying on business." It is obvious that such functionaries should be excluded from liability to jury service, but it is thought that they would not desire to be included in the Sanitary Board electorate.

11. A new sub-section is added to section 8 of the principal Ordinance. This sub-section makes personation at Sanitary Board elections an offence, and it also makes it an offence for any person to procure his registration on the second part of the register by means of any false representation. The penalty provided is a fine not exceeding \$500 or imprisonment for any term not exceeding three months or both fine and imprisonment. In England personation at parliamentary or municipal elections is a felony, punishable by imprisonment for any term not exceeding two years with hard labour; see 35 and 36 Vict. c. 33, s. 24.

NEW DEFINITION.

Local Reinforced Concrete Buildings.

12. The rules for Sanitary Board elections contained in Schedule C to the principal Ordinances are being revised. A draft Order in Council is published with this draft Ordinance.

13. Reinforced concrete construction has been developed largely since the passing of the principal Ordinance. The second object of this Ordinance is to deal with is relation to the questions of public safety and public health.

14. Section 3 of this Ordinance makes a few minor alterations in paragraph (8) of section 6 of the principal Ordinance. Some of these alterations are made for the sake of greater uniformity with the new definition of exceptional building which is referred to in the following paragraph.

Development in Recent Years.
15. Section 4 of this Ordinance amends the definition of exceptional building in paragraph (26) of section 6 of the principal Ordinance. The principal change in the definition is that buildings made wholly or partly of reinforced concrete are specifically referred to. They are included in the present definition under the words "every building of glass, iron or other material not provided for in this Ordinance," but it seems desirable to refer expressly to this particular form of construction which has come into prominence in recent years. It is also provided in the new definition that the term exceptional building shall include every part of every building which is an exceptional building within the meaning of the first part of the definition.

"Exceptional" Structures.

16. Sections 97 and 98 of the principal Ordinance are unsatisfactory. In the first place section 97 gives the Building Authority wide discretion with regard to every exceptional building, while 98 gives him discretion with regard to a particular class of exceptional building.

Again section 97 seems to consider only the question of the safety of the public, though it is obvious that the safety of a building might be of little importance to the public at large but of great importance to the persons using the building, e.g., the employees in a factory. Accordingly, section 7 of this Ordinance substitutes for section 97 of the principal Ordinance a section which gives the Building Authority discretion in the approval of the design, construction and siting of every exceptional building. The reference to siting is meant, for instance, to give the Building Authority power to refuse to allow a highly inflammable building to be erected in dangerous proximity to other buildings.

Building Authority's Discretion.

17. Section 8 of this Ordinance enacts a new section 98 which gives the Governor in Council power to make regulations governing the design, construction and siting of exceptional buildings generally. The present situation is that under this power the London County Council Reinforced Concrete Regulations will be introduced here with the necessary modifications, so soon as time can be found to adapt them throughout in detail. Until that is done the Building Authority proposes to use his discretion under the new section 97 in accordance with the London County Council Regulations, so far as possible.

18. There is no definition of the meaning of the word "re-erection" in section 180 of the principal Ordinance, but it has always been assumed that when a domestic building is altered so as

to make the resulting structure a new building within the meaning of paragraph (39) of section 6 of the Ordinance the domestic building in question is to be deemed to have been re-erected. This will be expressly provided in the new subsection added by section 10 of this Ordinance. That subsection also provides that re-erection shall include every alteration which makes the resulting building an exceptional building.

MINOR CHANGES.

Substituting the Source of Permission.

19. The third object of this Ordinance is to make some minor amendments relating to water closets and water-flushed urinals. This subject is dealt with in section 9.

20. In the first place it is not right that the time of the Governor in Council should be taken up with a matter which, within limits, has become largely a matter of routine. The new section 162 therefore substitutes the permission of the Colonial Secretary for the consent of the Governor in Council. Government control is retained because, while the Board is fully competent to weigh sanitary conditions, it is often not in possession of the data necessary for dealing with other considerations which are sometimes involved e.g., questions of drainage and water supply.

Difference Explained.

21. In the second place, the only cases in which the removal of water closets or urinals may clearly be ordered under the principal Ordinance are the following:

(a) When they are a nuisance within the meaning of section 20 of the principal Ordinance.

(b) When (i) they were in existence at the commencement of the principal Ordinance and (ii) have, without the permission of the Board or the consent of the Governor in Council, a communication with a public sewer or private drain.

(c) When they are, in the opinion of the Board and of the Governor in Council, in an insanitary condition.

Other cases where there should be a clear power to remove readily suggest themselves, e.g., where there has been a breach of a condition of the permission, where the well from which the water supply was drawn has dried up, where a pump has become defective, or where both parties intended originally that there should be a power of revocation. Accordingly, subsection (3) of the new section 162 gives a magistrate power to order removal (a) where the construction was unlawful, (b) where the maintenance is unlawful, e.g., in breach of a condition, and (c) where the use is insanitary. It is also possible that removal might be necessary on some ground not specified in subsection (3). Accordingly, sub-sections (4) and (5) give an absolute power of removal.

Cost of Removal.
22. There are other minor alterations:
(a) In section 162 of the principal Ordinance it is only construction that is an offence. The new section makes maintenance also an offence. That necessitates the distinction drawn in sub-sections (1) and (2) between construction before the commencement of the amending Ordinance and construction after date.

(b) The old section 162 applies only where there is connection with a sewer or drain. The new section will take effect in cases where the discharge is into a sump.

(c) Provision is made in subsection (8) for recovering the cost of removal where it has to be done by the Building Authority.

FRENCH PLANS.

A PROPOSAL TO OUTLAW WARFARE.

Paris, June 10. The tentative proposals mooted by M. Briand in his public speeches for the past few months in favour of a Franco-American pact outlawing warfare have found their way into diplomatic channels. M. Briand is gratified that the reception given to his proposals in America has initiated conversations with the United States Ambassador.

Despatches from Washington up to the present indicate that the White House, while doubting the necessity of implementing the Franco-American arbitration treaty of 1914, is now disposed to reflect the opening of official negotiations provided the scope of the proposed pact is well defined beforehand.—Reuter.

CHINA NEWS.

(Continued from Page 1.)

A military escort rode on the cow-catcher on sandbags in front of the engine, hung on to rails at the sides of the boiler and sat on the roofs of the coaches.

The rear of the train comprised a cattle truck in which neglected wounded lay in dirt and squallor. Only a few were bandaged and these with filthy cotton wool.

Blood and Dirt.

Squatting at the doors of the covered coaches were the not seriously wounded while inside one caught glimpses of bloody backs and limbs of the seriously wounded lying unattended in their own filth on the bare floor.

Arrival at Hankow brings no relief for the sufferers, for they are compelled to lie in the train still unattended until accommodation



General Chang Hua-hui, who is commander of the 12th division (under General Li Chai-sum of Canton) advanced to Hankow with Chiang Kai-shek but is now the second or third highest officer in the Hankow Army.

can be found in the already overcrowded foreign hospitals or in pestilential wards hurriedly improvised in the unhealthy native city.

All wounds are septic and many are rotting. There is a dreadful lack of medicines and medical supplies. Most of the American and British doctors whose help would have been invaluable have now left China, driven out by the frenzied anti-foreign mob.—Reuter.

EARLIER MESSAGES.

Shanghai General Lodges A Protest.

Shanghai, June 10.

General Pei Chung-hsi, Commander-in-Chief of the Nationalist forces in Shanghai has addressed a letter to the local Commissioner for Foreign Affairs requesting him to protest to the British Consul against British aeroplanes flying over Chinese territory. He adds "if any further flights take place I will order my men to fire and in the event of anything untoward taking place we certainly cannot be blamed."—Reuter.

Boycott Threats.

Shanghai, June 10.

There has been some talk during the past few days of a decision of the local Kuomintang to renew the anti-British boycott and to commence a boycott against the Japanese, but local representatives of the Nanking Government deny that the movement is serious, at least, as far as the British are concerned, and disclaim official connection therewith.

Threats of boycott have lost their terror with the British owing to the fact that there is now practically no British trade to boycott.—Reuter.

Shanghai Defences.

Shanghai, June 10.

The removal of all barbed wire barricades inside the Settlement started to-day, following a resolution passed at a meeting of the Municipal Council.

This does not affect the outer barriers separating the Settlement from Chinese territory, which are only "removable at the discretion of the military authorities."

The internal barriers in the French concession are also being gradually removed.—Reuter.

Hukouang Bonds.

Peking, June 10. The half-yearly interest on Hukouang bonds due on June 15, has not yet been paid but it is understood that the Finance Ministry has sanctioned the payment, hence it is "expected" that the obligation will be met near the date due. This would make the loan payments a year in arrears as the December coupons which are not secured on the Salt tax have not been met for the past two years.—Reuter.

New French C.-in-C.

Shanghai, June 10. Admiral Stotz, the new French Commander-in-Chief in the Far East, has arrived.—Reuter.

MYTHICAL SPIES.

(Continued from Page 1.)

FRENCH SCOTLAND YARD STORY.

SPOOFING THE DETECTIVES.

Two Dutchmen, named Vandermuel and Van der Blies, who appeared before the Paris Correctional Court charged with swindling, are certainly no common swindlers.

Their audacity was such that they selected the offices of the Surete Generale (the French "Scotland Yard") to carry out their exploit, a piquant story of which was told to the Court, writes a Paris correspondent to the "Daily Chronicle."

The rear of the train comprised a cattle truck in which neglected wounded lay in dirt and squallor. Only a few were bandaged and these with filthy cotton wool.

Arrival at Hankow brings no relief for the sufferers, for they are compelled to lie in the train still unattended until accommodation

BISHOP OF LONDON.

RETURN HOME FROM WORLD TOUR.

INTERESTING INTERVIEW.

London, May 6.

The Bishop of London (Dr. A. F. Winnington Ingram) had much to say regarding Australia on his return from his world tour, when he was accorded a rousing reception.

Interviewed while journeying from Dover to London Dr. Ingram said "Immigration difficulties? Quite true, some of our people don't feel very comfortable in Australia. It is true, too, that Australians refer to British settlers as 'Pommies.' Then there are a few Bolshevik agitators who declare they do not want interference from an island 12,000 miles away, but they are not representative of Australia as a whole. There is no fear that Australia will become Americanised or wish to break away from the Empire."

"At the same time we must be careful not to rub Australia the wrong way. They have their difficulties as we have ours. We must respect their susceptibilities. Personally, I chaffed them about the word 'Pomme,' and reminded them that they were nearly all 'Pommies' or descendants of 'Pommies.' They took my remarks in good part. Then I pointed out that if they want a White Australia they must have white settlers or someone else may step in. Already there are Italians, Germans, Greeks and others. It would be a dog-in-the-manger policy to keep them out, but the predominant portion of the population must be kept British. I am sure if we steer clear of misunderstanding we shall come to a happy solution of the immigration problem."

The Bishop was greatly impressed with church attendances in Australia, New Zealand and America, despite alluring counter-attractions.

Referring to Singapore, Dr. Ingram said "I visited the naval base site, and am convinced that if we are to keep the Empire together, and particularly, to keep Australia and New Zealand, we must have this big naval base. I did not find the Japanese upset about it."

His Lordship concluded, "I return more than ever convinced that Christianity is the greatest force for good in the world today."

The Magistrates decided that during the next six weeks the husband and wife should try and live together, and see if they could "bury the hatchet" and forget the past.

The father then spoke to his daughter and shook hands with her.

He had migrated to Canada. It is about 50 years now since he went.

Peter Birtwistle was born in Colne, about 70 years ago, a poor boy of humble parents. His schooling, as was so often the case in those days, was slight but even when a youth his reading was impressive.

"By hard study under most trying circumstances," friend stated Birtwistle continued to make his mark at school, and ultimately, by studying almost day and night, he obtained a post as a master in one of the day schools.

"However, he did not remain long, for within a few years he had migrated to Canada. It is about 50 years now since he went.

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(rub through grater)
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3 Eggs
 $\frac{1}{4}$ Cup Butter
1 Cup Milk
Salt, paprika, onion juice.

Prepare a white sauce with flour, butter and milk, add cheese and cook, stirring until thick. Add yolks of eggs, $\frac{3}{4}$ teaspoons salt, paprika to taste and 1 teaspoonful onion juice. Mix carefully and fold in stiffly beaten whites of the 3 eggs. Turn into greased baking dish and set in a pan of water in a hot oven. Bake until firm.

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LOCAL AND GENERAL NEWS.

The next Criminal Sessions will be held on Monday, June 20.

Tenders are being invited for the filling in and surfacing of two areas for the parking of cars at Un Long, New Territories.

To-day's "Government Gazette" contains a list of Hong Kong's Justices of the Peace. There are 72 official and 138 unofficial Justices of the Peace in the Colony.

The fourth centenary of the birth of Luiz de Camoens, the Portuguese poet, was commemorated in the Colony yesterday. British warships in Harbour dressed ships in honour of the occasion and a salute was fired at noon.

A fit of coughing by a fifteen-year-old girl, which caused her to wake up, saved the lives of a household at Rottingdean, near Brighton, recently. When the girl woke she smelt smoke. She awakened her mother, who found that the house was on fire. Father, mother, and child escaped by means of a rope of bed-clothes, but the house was badly damaged.

The authorised strength of the Glasgow Police Force has been increased by 12 members. Official intimation has been received that the Secretary of State for Scotland is prepared to sanction an increase of the authorised strength from 2,272 to 2,284. The revised authorised strength is:—One chief constable, two assistant chief constables, 13 superintendents, 50 lieutenants, 109 inspectors, 200 sergeants, and 1,909 constables.

The Eastern Extension Telegraph Co. notifies that normal cable working with Macao has been re-established.

The Committee for "Hospital Comforts" beg to acknowledge with very many thanks receipt of \$1,000 as a donation to the Red Cross Hospital Comforts Fund, from "An Anonymous Britisher."

With regard to the call of \$3 per share on the capital of the China Light & Power Co. (1918), Ltd., an announcement appears in this issue that another postponement has been made till November 30, 1927.

A young Japanese journalist, Mr. Hachiro Yamada, has arrived in London after walking through China, Russia and Europe. He is on a walking tour of the world, and will go on to South America. He gave a lecture on his experiences at the Japanese Club, Cavendish Square, W., on May 6.

The buildings of every age reflect the character of its dominant interests (says a "Daily Chronicle" writer). In the Middle Ages men built cathedrals. To-day we build magnificent banks (and other countries build magnificent railway stations). A pamphlet issued by the National Provincial Bank gives a very good idea of the spacious dignity, the majestic solid and self-respecting character of its new Head Office. Nothing could better illustrate the important part which banking plays in all our lives, whether we know it or not.

An election among the unofficial Justices of the Peace is to be held on Tuesday, June 21, to fill a Licensing Board vacancy.

The Mohammedan festival of Id-Ul-zulha was celebrated at the Hong Kong Mosque this morning, most of the Mohammedan employees in the Colony being granted a day's holiday.

The Singapore "Free Press" notes with satisfaction the decision of the F.M.S. Government to act energetically in the matter of flood prevention. Though the possibility of flooding cannot be removed entirely, the margin of safety can be greatly increased. It is quite certain that the desnagging and dredging of rivers will have a material effect upon their ability to carry off abnormal waters. The present expense, however, would never have had to be incurred had there been a sufficient realisation of cumulative effects.

The lawns on the north side of St. Paul's Cathedral provide one of the loveliest pieces of soothng colour in the City (observes the "Daily News"). Just now there are tulips in abundance, vermillion brilliants, pink cottage maids, and yellow and red striped Kaiser Krones. Flowers grow to an unusual height in the garden of St. Paul's. According to Mr. Henry Colville, the City Corporation's gardener, the reason is that in the shadow of the great towering walls the flowers crane upwards to seek the light. Last year, for instance, the dahlias grew to the astonishing height of 10 feet.

SOCIAL AND PERSONAL NEWS.

Mr. Archibald Ritchie, Chartered Accountant, has been authorised to "sign the firm" for Messrs. Lowe, Bingham & Matthews in Hong Kong.

Mrs. Victoria Woodhull Martin, a well known American writer has, reports Reuter, died in England. She was born in 1838 at Homer, Ohio, and was the mother of Miss Zula Maud Woodhull, the writer on scientific subjects.

Our Chefoo correspondent reports:—Dr. B. Broomehall of Sian Fu has safely reached Chefoo after rather trying experiences by the way; also the Rev. F. S. and Mrs. Joyce, Rev. W. and Mrs. Hagquist, and Mr. and Mrs. Clarke of the Navy "Y". We regret to record the departure from the Port of Mr. C. H. Martin, of the Russo-Asiatic Bank, and Mr. H. Abramson, our genial Harbour Master.

Mr. John Archibald, former editor of the "Central China Post," Hankow, has, according to a Reuter message, died at Huntly, Aberdeenshire. Born in 1853 and educated at Aberdeen University, the late Mr. Archibald arrived in China in 1872 in the interests of the National Bible Society of Scotland. In 1878 he married Miss Elizabeth Allandale. During his missionary activities he travelled extensively in Hupeh, Hunan, Honan, Anhui and Kiangsi, and was instrumental in opening the Treaty port of Changsha. He resigned from the National Bible Society of Scotland in 1909, when he started the "Central China Post."

A detachment of men from the U.S.A. warship "Hubert" attended and laid flowers on the graves of their comrades buried in Chefoo. The decorations were beautifully carried out by Miss Rietveld and Mrs. H. Strausser.

Miss M. D. Horne has been appointed a nursing sister in Hong Kong Government Service.

The representatives of the Colonies, Protectorates, and Mandated Territories now in London for the Colonial Office Conference were the guests of the Government at dinner on May 10 at Lancaster House, St. James's. Mr. L. S. Amery, Secretary for the Dominions and Colonies, presided over the company, which included Mr. H. Marriott (Straits Settlements), Dr. R. O. Winstadt (Malay States) and Mr. S. B. McElderry (Hong Kong). After dinner Mr. and Mrs. Amery held a reception at which the company numbered over seven hundred. Besides those named above there were also among those present Sir Ernest and Lady Birch, Sir Stanley and Lady Bois, Sir Frederick and Lady Lugard, Sir George and Lady Maxwell, Sir Matthew Nathan, Sir Frank and Lady Swettenham, Mr. and the Hon. Mrs. Archer, Sir Travers and Lady Clarke, and Lady Piggott.

CHEFOO MEMORIAL SERVICE.

On the morning of May 30, the American community at Chefoo met at the East Beach Cemetery for their Memorial Service, which was conducted by the Rev. W. B. Glass, D.D., assisted by the Rev. H. Hilscher. Mr. Balfour, of the Navy "Y", effectively sang the hymn "Rock of Ages."

A detachment of men from the U.S.A. warship "Hubert" attended and laid flowers on the graves of their comrades buried in Chefoo. The decorations were beautifully carried out by Miss Rietveld and Mrs. H. Strausser.

A social gathering will be held at St. John's, after Evensong, to-morrow, when a programme of music will be carried out. Refreshments will be provided. Service men are specially invited.

Looking extremely bronzed and fit, the Bishop of London, Dr. Ingram, had a rousing reception from a large number of clergy and laity at Victoria Station on his arrival home from his world's tour. One patriarchal old man, with muttonchop whiskers, was so enthusiastic that he kissed the Bishop on each cheek. In an interview Dr. Ingram, who visited Shanghai, said he thought the British Government had acted rightly in sending a force to Shanghai. Although our attitude was conciliatory, he was of the opinion that our Treaties needed revising. He was strongly in favour of Sir Austen Chamberlain's policy.

Recent appointments by the Secretary of State for the Colonies include the following:—Federated Malay States: Mr. R. G. Keays, M.B., B.Ch., B.A.O., B.A., Medical Officer; Miss L. M. Mansie, M.B., Ch.B., D.P.H., Lady Medical Officer; Mr. J. C. P. Grey, M.B., B.Ch., M.R.C.S., L.R.C.P., Medical Officer; Misses W. O. Nursaw, M. Macrely, K. Matthews, K. M. Fosdike, V. E. M. Hunt, H. Grandison and J. Williams, nursing sisters. Straits Settlements: Mr. J. V. Landau, M.R.C.S., L.R.C.P., M.D., B.S., D.P.H., Medical Officer; Second-Lieutenant J. L. Rosedale, Ph.D., D.Sc., Professor of Bio-Chemistry College of Medicine; Mr. H. L. Hodge, European Master; Misses G. Hoyle, N. Graham, M. M. Orr and M. A. Webster, nursing sisters.

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SPORTS SECTION

GIANTS FALL.

LANCASHIRE & YORKSHIRE CHECKED.

COUNTY CRICKET FEATURES.

The two Rose counties both dropped points in the county championship.

After defeating Yorkshire recently at Hull, Warwick met them at Birmingham and took first innings' points. The brothers Kilner both had a say in the decision, one on each side.

Lancashire, the champions, also received a check, Sussex proving the stumbling block, at Manchester.

Hammond is still making centuries.

Sussex v. Lancashire.

London, June 10. County championship cricket matches ended to-day resulted as follows:

At Manchester, Lancashire lost first innings' points to Sussex in an uncompleted match. Scores:

Lancs (1st innings) 251 runs.

Wensley took 4 wickets for 7 runs.

Sussex (1st) 424 runs. Tate made 59, J. Parks 50, Cook 139, Langridge 61.

Lancs (2nd innings) 261 runs for 5 wickets. Hallows 118 not out, Watson 52.

Warwick v. Yorkshire.

At Birmingham, Warwickshire won first innings' points from Yorkshire in an uncompleted match, Scores:

Yorks (1st) 358 runs. Kilner, G. 67, Robinson 65.

Warwick (1st) 362 runs. Kilner (Norman) 65, Parsons 81; Rhodes 4 wkt. for 72.

Yorks (2nd) 96 runs for 4 wickets.

Northants v. Kent.

At Northampton, Northants lost to Kent by seven wickets. Scores:

Northants (1st) 125 runs.

Freeman 5 wkt. for 28.

Kent (1st) 200 runs. Woolley (F.E.) 57.

Northants (2nd) 364 runs. Jupp 16, Phillips 68; Freeman 6 wkt. for 100.

Kent (2nd) 290 runs for 3 wickets. Ashdown 58, Evans 55, Woolley (F.E.) 106 not out.

Somerset v. Derby.

At Taunton, Somerset lost to Derby by seven wickets. Scores:

Somerset (1st) 150 runs. Lee 6 for 34.

Derby (1st) 313 runs. Jackson 134.

Somerset (2nd) 353 runs. Young 55, Cope 85.

Derby (2nd) 177 runs for 3 wkt. Lee 53, Hutchinson 71 not out.

(Note: Reuter gives Derby's 2nd innings score as 177 runs for 5 wickets down; but as they also state that Derby won by 7 wickets, 177 for 3 is probably meant).

Leicester v. Surrey.

At Leicester, Leicestershire lost to Surrey by ten wickets. Scores:

Leicester (1st) 161 runs. Geary (A.) 4 wkt. for 45 runs and Fender 4 for 46.

Surrey (1st) 307 runs. Jardine 147, Skelding 5 for 103.

Leicester (2nd) 242 runs. Astill 52, Shipman 70; Shepherd 5 for 45.

Surrey (2nd) 97 runs for no wicket. Barlow 61 not out.

Gloucester v. Notts.

At Bristol, Gloucestershire lost to Notts by four wickets. Scores:

Gloucester (1st) 239 runs. Smith 64, Sinfield 57.

Notts (1st) 327 runs for 9 wickets, declared. Gunn (G.) 73, Payton 76, Liley 57, Carr 53; Besant 4 wicket for 45.

Gloucester (2nd) 342 runs. Hammond 116, Neal 50; Richmond 7 wkt. for 78.

Notts (2nd) 305 runs for 6 wickets. Gunn (G.) 116, Whysall 60, Payton 55 not out.

Essex v. Middlesex.

At Leyton, Essex lost to Middlesex by an innings and 103 runs. Scores:

Middlesex (1st) 428 runs for 8 wickets, declared. Lee 58, Hendren 201 not out.

Essex (1st) 181 runs. Powell 4 for 22, Hearne 4 for 58.

Essex (2nd, followed-on) 144 runs. Powell 4 for 50, Hearne 6 for 26.

Worcester v. New Zealand.

At Worcester, Worcestershire lost to the New Zealanders by 104 runs. Scores:

New Zealand (1st) 276 runs. Lowry 74, Dacre 82; Tarbox 6 for 88.

Worcester (1st) 222 runs. Fox 79. New Zealand (2nd) 349 runs for 5 wickets, declared. Lowry 106, Page 140 not out.

Worcester (2nd) 209 runs. Fox 79. Reuter.

BOBBY JONES' TITLE.

Pittsburgh, June 10. Aubrey Boomer, during practice over the difficult Oakmont course, where Bobby Jones defends the open U.S. championship golf title next week, went round in brilliant style.

His score was 69, three under par, and is the best since the course was re-modelled.—Reuter's American Service.

LAWN TENNIS.

"FRIENDLY" INTERNATIONAL DECIDED.

AMERICA BEAT IRELAND.

Dublin, June 10.

In the doubles of the "friendly" international lawn tennis match between Ireland and America, Tilden and Hunter (America) beat McGuire and Meldon (Ireland) 6-2, 6-2, 6-2.

America (having won two singles matches) defeated Ireland by three matches to love. The "tie" was on Davis Cup lines (four singles and one double) but the issue having been decided, the two remaining singles were not played.—Reuter.

HELEN WILLS.

Playing Very Strong Game at Present.

Beckenham, June 10.

In the Kent lawn tennis championships semi-finals, Miss Helen Wills beat Mrs. Mallory 6-0, 6-1. Mrs. Goldfree beat Miss Ryan 2-6, 6-3, 6-2.

A feature at Beckenham was Miss Wills's wonderful improvement since she was last in Europe. She captivated the critics by the strength of her game both when defeating Miss Tapscott (South Africa) and Mrs. Mallory. It was the latter's heaviest defeat since she became American champion.

Pointer for Wimbledon.

To-morrow's final is regarded as a pointer for the Wimbledon championship.

In the semi-final of the ladies' doubles, Mrs. Peacock and Miss Heine (South Africa) beat Miss Ryan and Miss Wills 6-2, 6-2.

Reuter.

DAVIS CUP.

Denmark v. India in 3rd Round.

Copenhagen, June 10.

In the third round (European zone) of the Davis Cup, Petersen (Denmark) beat Prasada (India) 6-4, 6-0, 6-2.

Ulrich (Denmark) beat A. H. Fyace (India) 1-6, 6-3, 9-7, 11-9. Reuter.

ANOTHER MATCH.

South Africa Two Up On Germany.

Berlin, June 10.

In the Davis Cup third round (European zone) Raymond (South Africa) beat Landmann (Germany) 7-5, 8-6, 6-2.

Spence (South Africa) beat Frotzheim (Germany) 2-6, 6-4, 6-3, 4-6, 7-5. Reuter.

ANOTHER MATCH.

South Africa Two Up On Germany.

AMERICAN SYSTEM FAVOURIED.

LONDON CONFERENCE.

London, May 27.

By a majority, the Portland Club approved of the suggestion to adopt the American system of majority bidding at auction bridge, whereby the number of tricks bid counts against the value of tricks in a suit bid.

Thus three clubs are higher than two "no trumps" and four clubs higher than three spades.

At the conference, 170 leading London clubs voted in favour of decimal scoring honours, whereby all honours are multiples of ten and not of suits' value, not necessarily in favour of high American scoring, in which simple honours score as much as thirty and five in one hand score one hundred. It also voted in favour of the abolition of scoring for chicanes.

The American system of revoke and underbidding penalties was overwhelmingly defeated in the vote.

By 146 to 17 the clubs voted for the right to a closure in bidding in the case of an underbid.

CHINESE BASEBALL.

Both the South China Athletic Association teams in the baseball league this season, the Dragons and the Tigers (referred to yesterday) will be under the management of Mr. Richard Shim.

The entry of two teams has been made with a view to encouraging the game among the Chinese and there is absolutely no question of a split.

DOLLAR ACADEMY'S RECORD.

A correspondent in Dollar, Cheshire, writes that Dollar Academy, which produced

"Eddie" Myers, the English Rugby international, and more recently, C. H. C. Brown, clever all-round schoolboy sportsman, is 42 miles from Edinburgh. The academy holds the Scottish school athlete records for the high jump, both for boys and girls, and several distance running records.

TUNNEY'S NEXT FIGHT.

New York, June 10.

The "New York World" states that Tex Rickard announces for Monday the match for the heavyweight championship between Gene Tunney and Jack Sharkey. It says that Sharkey is understood to have pledged his services to Rickard for one year if he wins the title.

The "World" interprets this to mean that Jack Dempsey will not be in the ring in 1927. The "Goliath" show there the week of March 21 to 25.

CRICKET CLUB.

NEW STOREY PROPOSAL CONFIRMED.

YESTERDAY'S MEETING.

At a meeting of members of the Hong Kong Cricket Club yesterday afternoon, the proposals of the Committee which were brought up a few weeks ago, for adding a second storey to the Pavilion were confirmed, the resolutions carried being as follows:

"That the Committee be and are hereby authorised to take the necessary steps to add a second storey to the pavilion and make such alterations and improvements to the existing building as may be deemed advisable."

"That the Committee be and are hereby authorised to borrow such sums of money and make such financial arrangements as may be required from time to time to carry out the work approved by the previous resolution."

The Chairman, Mr. T. E. Pearce, in proposing the resolutions, spoke of the necessity for increased dressing accommodation and, generally, for more "elbow room" in view of the increasing membership of the Club.

Building costs had decreased during the last two years and as the finances of the Club were in good order, the Committee thought it advisable to have the work put in hand during the "close" season in regard to cricket.

In reply to Mr. G. R. Sayer, the Chairman said that it had been thought desirable to keep the dressing accommodation down below. The rooms on the right hand side of the building would, no doubt, be convertible if further accommodation was necessary.

Mr. Sayer also brought up the question of the proposed demolition of the present staircase, which he thought unnecessary, but on being asked if he wished to put an amendment, replied in the negative.

In reply to Mr. H. J. Armstrong, the Chairman said that the Bank would charge 7 per cent. per annum on the Club's overdraft. So far as the financial position was concerned, the Club would be practically the same as five years ago. Liabilities would amount to about \$42,000 whereas when they went into the present building the Club was in debt to the amount of about \$43,000.

In reply to Mr. E. W. Hamilton, who thought that a figure should be set as the limit above which the cost of alterations should not go, the Chairman said that he could safely say that the expenditure would be kept within \$38,000.

The resolutions were seconded by Mr. P. Jacks and carried.

ALIMONY CLUB.

PARADISE FOR DEFAUTING HUSBANDS.

LUXURY TO BE HAD AT A PRICE.

"Way down town" in New York is a queer institution known as the "Alimony Club," where husbands who default in the payment of alowances to wives are confined.

In spite of its unscalable walls and heavily-barred windows, the place has scarcely any terror for erring benefactors.

With a contribution of eight dollars a day from the New York taxpayer, each inmate lives in comfort and contentment, secure from the reproaches of his better half.

Those who have the means may even languish in this gilded cage in the lap of luxury, regaled from a bounteous table and waited upon by poorer brethren in "diseased."

There is, however, another side to this "paradise for the unhappily married," as will be seen from the stories related below, which are extracted from the "News of the World."

He was found guilty of murder, but insane, and was ordered to be detained during her Majesty's pleasure."

Rapid Mental Decline.

During the forty years he had been at Broadmoor, he had never given the authorities the slightest cause for complaint. At the inquest, held in private, it was stated that for some time Cooper had shown rapid mental and physical decline, and had not left his bed this year.

All those who took part in Cooper's trial are now dead—the Judge, Mr. Justice Field, the prosecuting counsel, Mr. Mayd and Mr. J. F. P. Rawlinson (afterwards M.P. for Cambridge University), and the defending counsel, Mr. Murphy, Q.C., and Mr. Dering.

V.C. TO MARRY.

EXPLOIT OF A ZEEBRUGGE HERO.

Behind the announcement on May 3, that a marriage will take place shortly between Lieutenant Commander Percy T. Dean, V.C., late R.N.V.R., and Mrs. Hardicker lies the story of a gallant officer's exploit at Zeebrugge.

Lieutenant Commander Dean was awarded the V.C. for rescuing the officers and men of the blockships, "Iphigenia," "Intrepid," and "Thetis" which, filled with cement, were scuttled in the fairway of the canal on the night of April 22, 1918.

The cruiser "Vindictive" and ferry boats "Iris" and "Dafodil" landed storming and demolition parties on the Mole in the face of a terrific German fire while the blockships entered the entrance to the canal where the seacocks were opened, thus blocking the waterway to the German submarines, which had played havoc with Channel shipping.

Fast motor launches under Lieutenant Commander Dean entered the canal and succeeded in rescuing every man on board the blockships, a feat which ranked high even in such an epic as Zeebrugge.

Mrs. Hard

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MOTORING SECTION

GOOD SAMARITAN. SOME SUGGESTIONS.

A HABIT TO BE
ENCOURAGED.

If at about five o'clock, in the afternoon you motor out of London over Putney Bridge and across Wimbledon Common, a couple of miles this side of Kingston you may be astonished to see a barricade of about twenty young women at the side of the road frantically signalling to the cars that pass. It may be equally surprising to find that not one in every thirty or forty of the drivers takes the least notice of the signal to stop, but merely swings out into the road to get past. Should you decide not to pass by on the other side of the road but pull up, your car will be surrounded by a group of young women who ask for a lift into Kingston. Then, having fitted in as many as the space permits, they will tell you that they work at a factory close by, and that there is no bus or other means of getting into Kingston. Unless they can get some passing motorist to give them a lift they must walk, tired after a heavy day's work, up Kingston Hill and down again to the town where they live.

Now, when one remembers that this is one of the busiest ways out of London, leading to Portsmouth and Winchester, Dorking and Southampton, with a continuous very heavy stream of traffic, it would seem the easiest thing in the world for these young women to get a lift as far as their homes. Yet often they will tell you, after standing half an hour by the roadside, signalling to every empty car that passes, they have to abandon the idea of getting a lift and start walking home. In the case of an unusually pretty young woman it is generally different. There is always room for her on the carriage of some motor-bicycle. But the rest—neatly dressed, respectable young women who certainly would not hurt the most luxuriously upholstered limousine—find it extremely difficult to get a lift at all. If they do happen to be lucky, it is nearly always a man in one of the small cheaper makes of car who has the good manners to stop. For a woman or a chauffeur driven car to give them a lift is the rarest thing in the world.

"Babbitt."

It is not that the thousands of people who motor without stopping are ill-mannered. The fault is that the English motorist has not been brought up to include the giving of lifts to the motorless in his code of good manners. During the strike those people who stopped their cars to give lifts to anyone they found walking in the same direction thought that they were doing something unusually kind and public-spirited. In America such actions are only considered one of the everyday rules of motoring politeness.

"Babbitt," in the Sinclair Lewis novel, stopped almost automatically to give a man a lift on his way to his office, even though he was late and in a hurry. I doubt if the average English motorist gives a lift to a complete stranger in the same way once a year. Practically everywhere in the United States for a motorist to have spare seats in his car means that he will offer a lift to someone walking in the same direction. In the case of elderly pedestrians American motorists are particularly good, but I have yet to see any English week-end motorist pick up some bent old woman, tramping along the road with all the heavy parcels of her Saturday's shopping.

Apart from the question of feeling that it is a pity to let the Americans get so far ahead of us in good manners, if the English motorist would adopt the life habit it might do much to eliminate the ill-feeling that does undoubtedly exist in the average pedestrian's mind towards the motorist. A good deal of it is doubtless quite unfair. After having driven a car daily in London for some years, I cannot but be appalled by the carelessness risks taken by the majority of pedestrians. On the other hand, the average motorist's attitude towards the pedestrian is far from encouraging. Apart from treating him as an obstruction with no right to cross the road, many drivers seem to think that the only use of the pedestrian is as an animated signpost whom they have the right to stop and question, and

who is not doing his duty unless he knows the position of every obscure street in the district. If the pedestrian felt that he would get an occasional lift in return for the dust and discomfort the motorist undoubtedly causes, his whole attitude would probably change.

A certain amount of sense and discretion is necessary in the manner of offering lifts, but it is usually quite easy to tell the difference between people out for a stroll and those hurrying to a certain destination. In the centre of any crowded city like London the congestion of the traffic makes the giving of casual lifts impossible, but in the suburbs few kindnesses are more appreciated than that of picking up a pedestrian rushing to catch the morning train to the city. But it is on country roads that the great opportunity for the giving of lifts comes in. The delight with which a ride in a car is welcomed by some woman with a week's shopping, a farm labourer returning from a heavy day's work, or children coming back from school should be ample reward for the slight exertion caused by pulling up to offer them a lift. And if that is not enough, their talk and anecdotes of the neighbourhood should amply pay their fare.—Sybil Vincent in "Manchester Guardian."

SAY WHO TURNED THAT THING ON? I LOST A CIGAR IN MY WHISKERS IN THAT VACUUM CLEANER!

I'M SORRY BUT ANYTHING THAT GOES IN THERE IS MASHED UP!

THIS IS NICE!

IT'S THE BEST BEARD I'VE WORN YET. DON'T YOU THINK SO?

I DO DINTY BUT FOR GOODNESS SAKE DON'T LOSE 'EM AGAIN!

WHAT'S THIS IN MY ROOM? I'VE SEEN LOTS OF ODD THINGS IN JAPAN, BUT THIS THING'S GOT ME!

A NEW CAR.

HOW THE OWNER SHOULD
HANDLE IT.

For some time the "Motor" has been calling for suggestions for improvements to the motor car, and has received a wide response. Many of the suggestions were trivial, and some impracticable, but others seem well worth the consideration of automobile designers. Among the suggestions were the following:

(1) A central oil reservoir for lubricating every moving part of the chassis so as entirely to avoid the use of grease-gun and oil can.

(2) An infinitely variable gear to vary the ratio of engine and rear wheel revolutions without the troublesome manipulation of a clutch and gear lever.

(3) A body for all seasons which could very quickly be converted from the equivalent of a saloon to the form of an open tourer.

(4) A more flexible engine, achieved by the wider use of multi-cylinder designs, or possibly, by the development of the petrol turbine.

(5) Flexible glass for wind-

screens, etc., which would bend without breaking, would not splinter but would be superior to celluloid.

(6) Easier engine starting so as to make cranking entirely unnecessary even on the coldest morning.

(7) Really adjustable seating for the driver and passengers, which could quickly be altered in respect of position and angle.

(8) Self adjusting brakes which would not require attention until the linings were worn out.

(9) An automatic adjustable suspension system conferring equally comfortable riding under all load, road and speed conditions.

(10) Convenient tool storage to render the tools individually and readily accessible to the driver.

(11) Anti-dazzle lighting which would illuminate the road adequately without troubling other drivers.

(12) Untarnishable metal for all bright parts.

(13) Oil economy and less frequent crank case drainings achieved by straining and rectifying the lubricant and by cleaning the air entering the carburettor.

(14) Interior heating systems worked either electrically by exhaust gas or by the engine cooling system.

(15) Windscreen cleaners to keep the whole of the screen clear from moisture rain or dirt.

(16) A tyre pressure indicator which would show at a glance whether the tyres needed attention.

(17) Unpuncturable tyres, possibly of type never needing inflation.

(18) Automatic or semi-automatic jacking systems to lift one or more wheels without effort.

(19) A built in luggage container to obviate the trouble of securing luggage.

(20) Bumpers to be generally adopted as a standardised protection for the front and rear wings, lamps, radiator, tank and other vulnerable parts.

It is not that the thousands of people who motor without stopping are ill-mannered. The fault is that the English motorist has not been brought up to include the giving of lifts to the motorless in his code of good manners. During the strike those people who stopped their cars to give lifts to anyone they found walking in the same direction thought that they were doing something unusually kind and public-spirited. In America such actions are only considered one of the everyday rules of motoring politeness.

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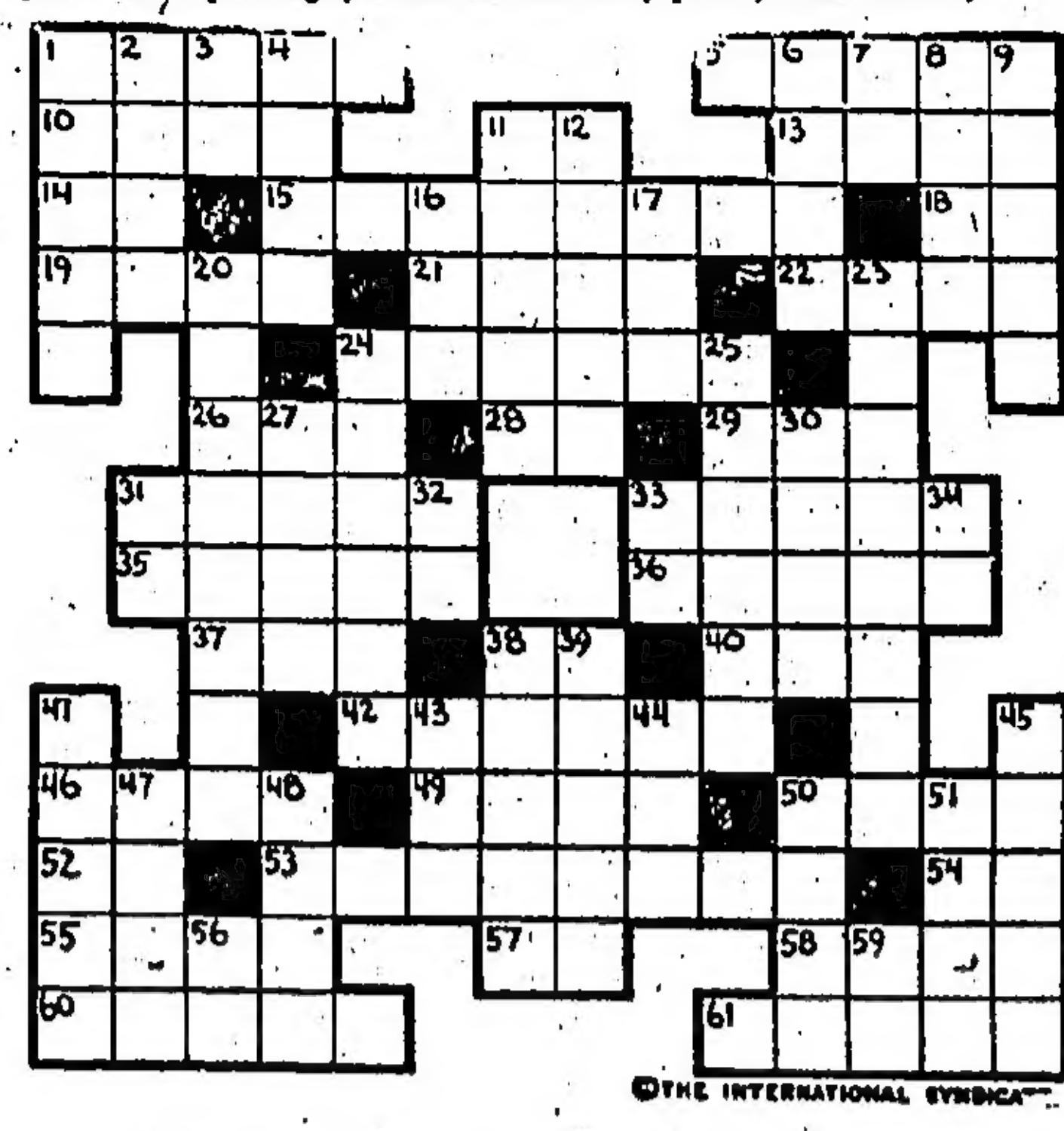
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



(THE INTERNATIONAL SYNDICATE)

HORIZONTAL (Cont.)

1-Watchfulness 42-Presenting a wide opening

5-On the lookout 43-Mimic

10-Lake name of Edau (Bible)

11-N. Amer. State of U. S. (abbr.)

12-A settlement in Greenland

13-A land measure (abbr.)

14-A measure of capacity (abbr.)

15-To save from decay

16-Tantalum (chem. sym.)

17-Light-yellowish brown

18-A doctor's degree (abbr.)

19-A small valley

20-One time

21-Small northern water-bird

22-Perspire

23-A thoroughfare (abbr.)

24-Conjunction

25-Brother (French)

26-Greek prince who carried off Helen of Troy and so caused Trojan War

27-Formerly polite prefix.

28-State Militia (abbr.)

29-A pony

30-The extreme edge

31-An object of worship

32-The fashion or mode (colloq.)

33-Greek prince who carried off Helen of Troy and so caused Trojan War

34-Formerly polite prefix.

35-A small northern water-bird

36-Extreme violence

37-Night, as snow.

38-Ninth day before the Ides in Roman calendar

39-Convulsion

40-Stalled in deep mud

41-Famous tower of ancient times

42-Greek goddess of malicious mischief

43-And not

44-Garden tool

45-A brownish-purple

46-To urge sharply

47-Moving material

48-Sniffing dancing

49-Inflammation

50- Prefix. Again with

51- Prefix. Again with

52- Prefix. Again with

53- Prefix. Again with

54- Prefix. Again with

55- Prefix. Again with

56- Prefix. Again with

57- Prefix. Again with

58- Prefix. Again with

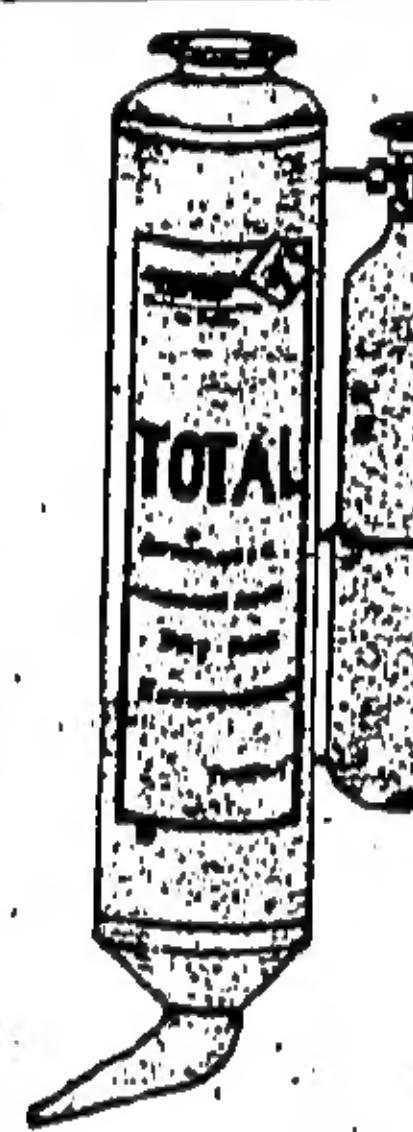
59- Prefix. Again with

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A WEEK'S PAPERS IN ONE.

China's civil war has taken a new turn which is complicated enough to be described as a puzzle to non-Chinese.

Some suggest that "people are tired of the war in China"; but it should be borne in mind that nationals or Powers in Europe and America are deeply interested because of the danger to the respective Legations.

This week's "Overland China Mail" explains—in a manner which is bound to be of assistance to the foreigner—how Peking is being involved in a momentous struggle.

Also, tell your friends in other parts of the world how Hong Kong observed H.M. the King's birthday by a pageant of splendour. Tell former Hong Kong residents about the parade the like of which was never seen in the Colony before. Do so by sending them a copy of the "Overland".

The week's local news, China cables, political articles and other reports will all be found in the "Overland" as usual.

READY TO-DAY.

Home Mail via Suez closes at 10.30 a.m. on Saturday and via Siberia at 10.30 a.m. on Monday.

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THE WAY THE WORLD WAGS.

A nest of starlings have been hatched in the organ swell-box at Fletching Church, Uckfield, Sussex.

In Tristan da Cunha every Boy Scout on the island received a new Scout uniform when the last mail boat arrived. Every boy on the island is a Scout.

Leaning forward as though praying at a religious service in Thornton Hall Wesleyan Mission, Hull, William Clayton Bradshaw, aged 83, was found to be dead.

Fifteen exhibitors at the National Trades Exhibition at Bingley Hall, Birmingham, were fined for selling goods after 8 p.m., contrary to the Shops Act.

In the report to be presented at the annual meeting of the Barristers' Benevolent Association in Gray's Inn Hall is recorded an anonymous donation of £2,000.

The Institution of Fuel Technology and the Institute of Fuel Economy Engineers have been merged into one body, and in future will be known as "The Institute of Fuel."

Peter Green, aged 2, son of a naval bandmaster at Portsmouth, who died as the result of an accident, was described by the coroner as one of the most beautiful children he had ever seen.

At Walsall County Court a man stated that when a house became vacant on a Friday he was too superstitious to move in that day, so he took possession by putting one chair in the day before.

The funeral of Mr. Rex Adams, of Hale, Cheshire, the noted amateur motor-cyclist, who was killed in an accident at Shipley, was attended by a body of motorcyclists in full riding kit and crash helmets.

For shooting a priest before the altar, a man was sentenced at Kecskemet, Hungary, to 18 years' penal servitude, the judge considering that the priest's behaviour to women of the parish extenuated the crime.

A picturesque figure in the Distinguished Strangers' Gallery of the House of Commons was the Hon. V. J. Patel, President of the Legislative Assembly of India, who is studying British parliamentary procedure.

A holiday air service from London to Switzerland, with connection to Italy and the Mediterranean, has been opened in conjunction with the service of Dornier-Napier flying boats, which go down the Italian coast from Genoa to Sicily.

The "London Gazette" announces that Captain H. M. Ramsay-Fairfax-Lucy, M.C., retired, Regular Army Reserve of Officers, Argyll and Sutherland Highlanders, on conviction by the civil power, is removed from the Army, his Majesty having no further occasion for his services.

Ninety-eight German railway experts arrived at Victoria Station to investigate railway conditions in Britain.

Mr. S. H. Leverett, a noted Royal Navy diver, in charge of the diving staff of Portsmouth Dockyard, has retired.

Certain despatches of letters and parcels by air mail routes which were suspended during the winter will be resumed.

The Executive Committee of the Labour Party has decided that this year's Conference shall be held at Blackpool, commencing on October 3.

The Queen and the Prince of Wales are among the subscribers to the Margaret MacDonald Baby Clinic, in memory of the late wife of Mr. Ramsay MacDonald.

Shroffolds, a 500-year-old farmhouse in Whitefoot Lane, Cattford, is to be pulled down to make room for further houses on the L.C.C. Downham estate.

"There are in London 10,000 children who have suffered, or are suffering from rheumatic symptoms," states the report of the L.C.C. Public Health Committee.

Soon after a cat had frightened her by jumping on to her head Annie Fiertag (47), a blind woman, of Brunswick Place, Shoreditch, died from heart trouble.

Several yards of track were ripped up and traffic suspended when an L.M. & S. electric train proceeding from Kew Bridge to South Acton was derailed.

Lewisham's Roll of Honour, which is to be signed by Mr. G. Offor, the 100-year-old Sydenham resident, has only been signed five times during its eighteen years' existence.

Because the Brighton and Hove Corporations refused permission to hold a Lifeboat Flag Day, the Royal National Lifeboat Institution conference which was to have been held there was cancelled.

By permission of the Board of Governors of the Imperial Institute, this year's competition of industrial designs will be held in the Indian Pavilion of the Imperial Institute, South Kensington, S.W.

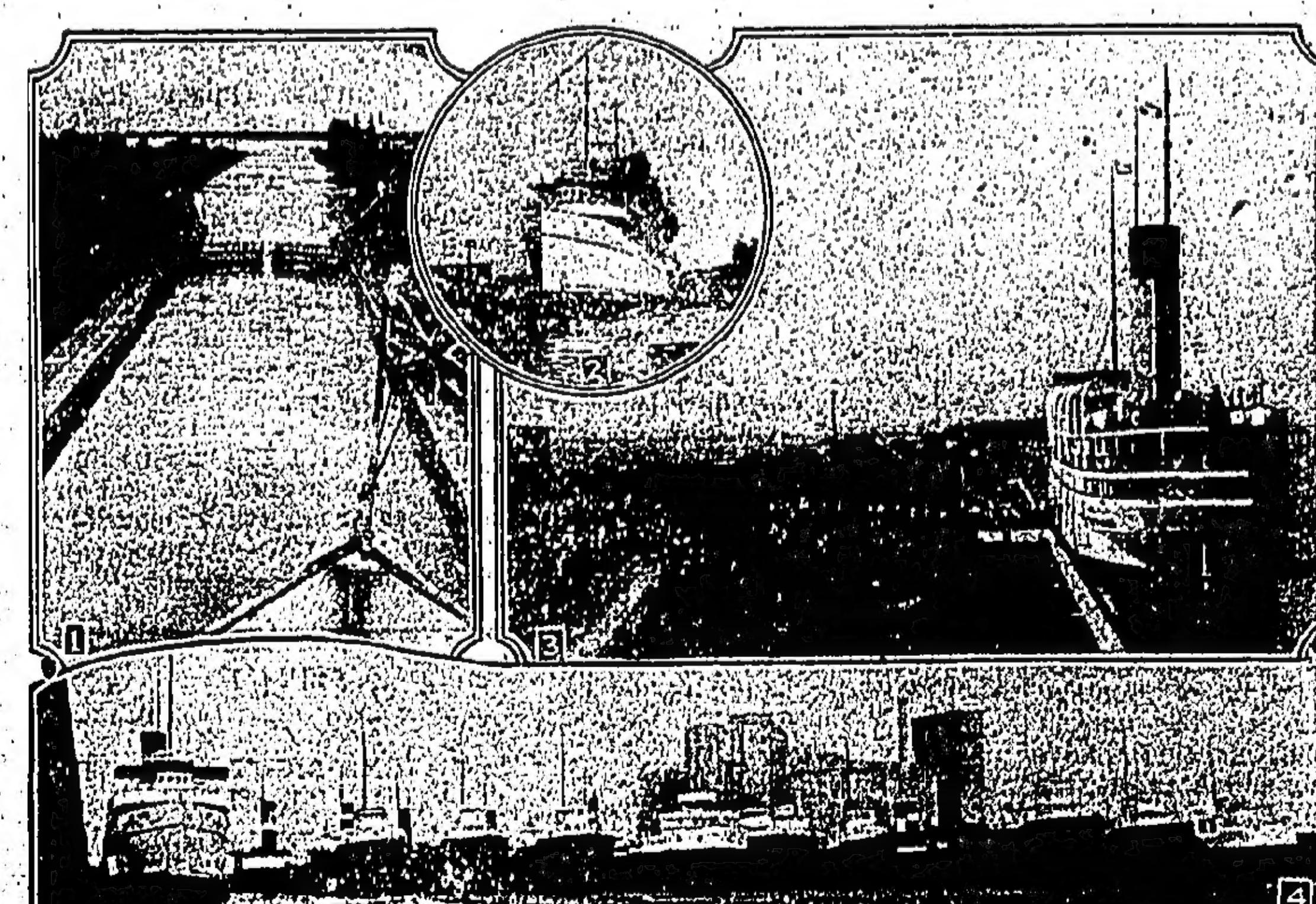
The July Congress of the N.U.R. will consider a proposal to invite all Unions catering for employees in rail, road, sea, and air transport to a conference for the purpose of establishing a National Transport Union.

A bullock on the way to slaughter at Deal bolted on to the sea front, bounded over the promenade wall, galloped down the beach and plunged into the sea. It swam strongly to the pier-head, a quarter of a mile from the shore and tried to mount the iron steps. Losing its footing, it collapsed into the water again. Shortly before dusk it was finally secured and taken to the slaughter-house.

Pinkettes

breath and pimply, blotched skin. Pinkettes are perfection. As gently as nature these dainty little laxatives set matters right. Of your chemist, or post free, 60 cents per vial, from Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

PINKETTES KEEP YOU WELL



1. View of the locks at the "Soo." only takes a minute or two for Port McNeil.

2. The S.S. Aspinthorpe locking through at Hautieuse, Man.

3. Transferring from train to ship

Centuries before the railways, the trolley car, or the aeroplane, the Great Lakes were the highways, and canals, of the world. Vehicles of transportation, exploration and conquest, plied the Great Lakes and other points, the great Lakes, Marquette, Hennepin, Radisson and MacKenzie, a gallant crew of explorers and adventurers, passed through the Great Lakes on their way to find Illinois, Indiana and other states of the Middle West. La Salle who went from Quebec to the mouth of the Mississippi and plied his way back, made the Great Lakes his highway. He and his companions found and lost an empire.

The hardships of these early explorers have been done away with in modern travel on the great Lakes. This is one of the finest harbours on

the Great Lakes. The journey from here to the "Soo" is beset with scenic beauty, along the rocky coastline, and the great lakes, away to the north towards Manitoulin Island. The great cliffs of this peninsula rise up over 100 feet from the deep clear waters of the Georgian Bay.

From Fort William, one of the greatest grain centres in the world, the traveller may proceed westward across the prairies. Few transcontinental journeys can offer such a delightful diversion in travel as the Great Lakes trip. The traveller can board the steamers at Port McNeil, travel one fifth of the way across the continent, and then resume his rail journey to the head of the Lakes.

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Rooms will not be available for the Public also Lounge and Dining Room, till after the 14th. day of June. There is a special lounge at the back of the Bar for the Public.

Phone C. 373. J. H. WITCHELL,
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Private telephone, hot and cold water basin and European baths. Lavishly furnished Chinese and European dishes can be served.

Facing the harbour.

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Tel. Kowloon 296. Tel. Add. "Empreslodge." 2-12, Mody Road, Kowloon.

Private Hotel, best location in Kowloon, convenient to ferry, flats of 2 or 3 rooms, also bed-sitting-rooms, daily or monthly rates. Excellent cuisine, special rates for families. For information apply to—

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The ONLY HOTEL in Singapore fitted throughout with

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TEA DANCES

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Managing Director.

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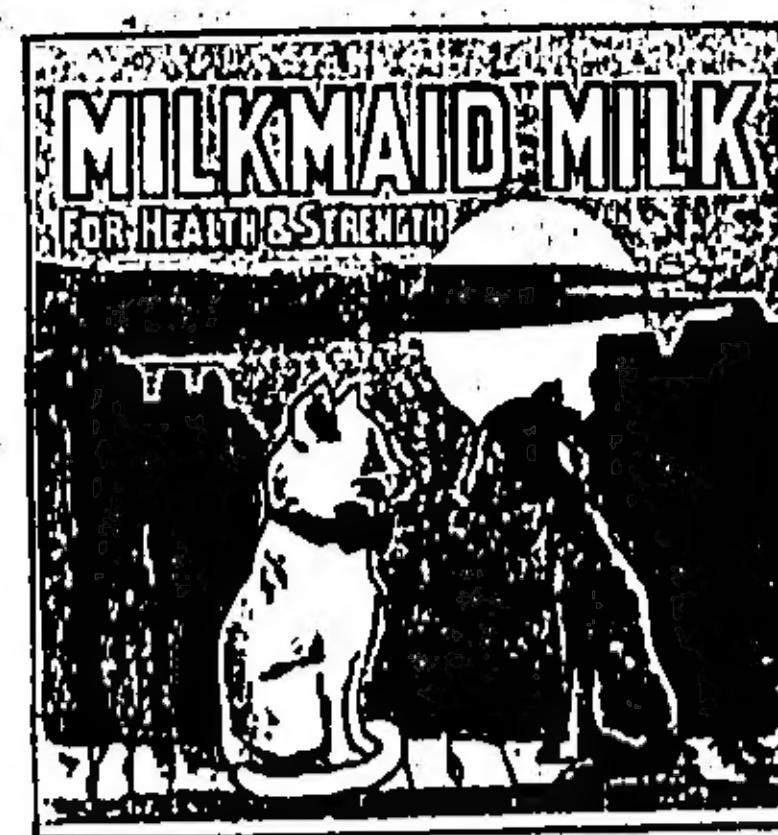
ENGINEERS and SHIPBUILDERS; BOILER MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed.

We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Workshop: Sham-Sai-Po, Kowloon, Hongkong. Tel. Kowloon No. 8.

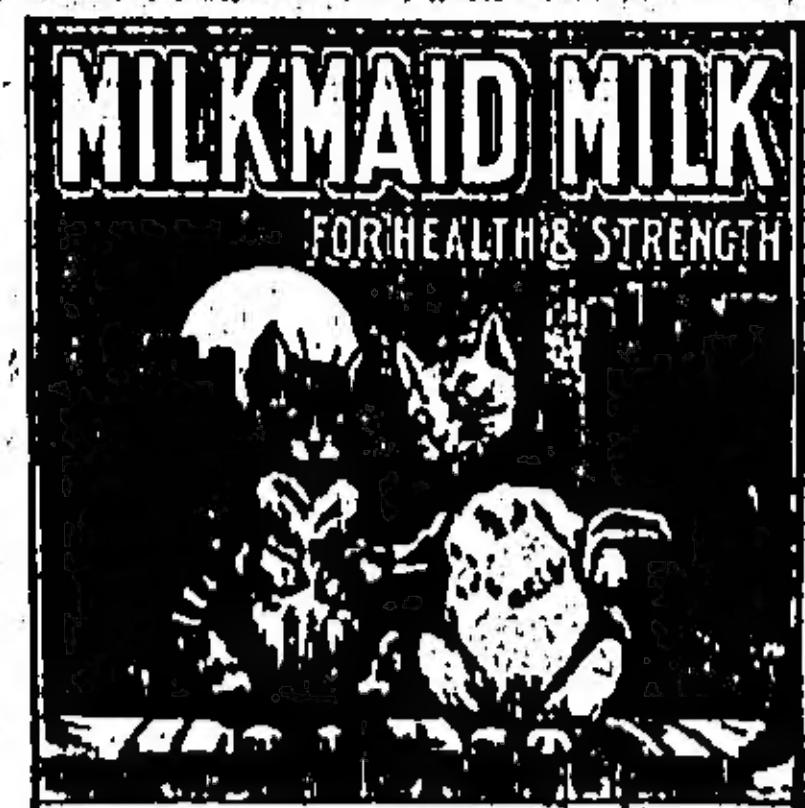
Estimates furnished on application.

Established April 1, 1874.

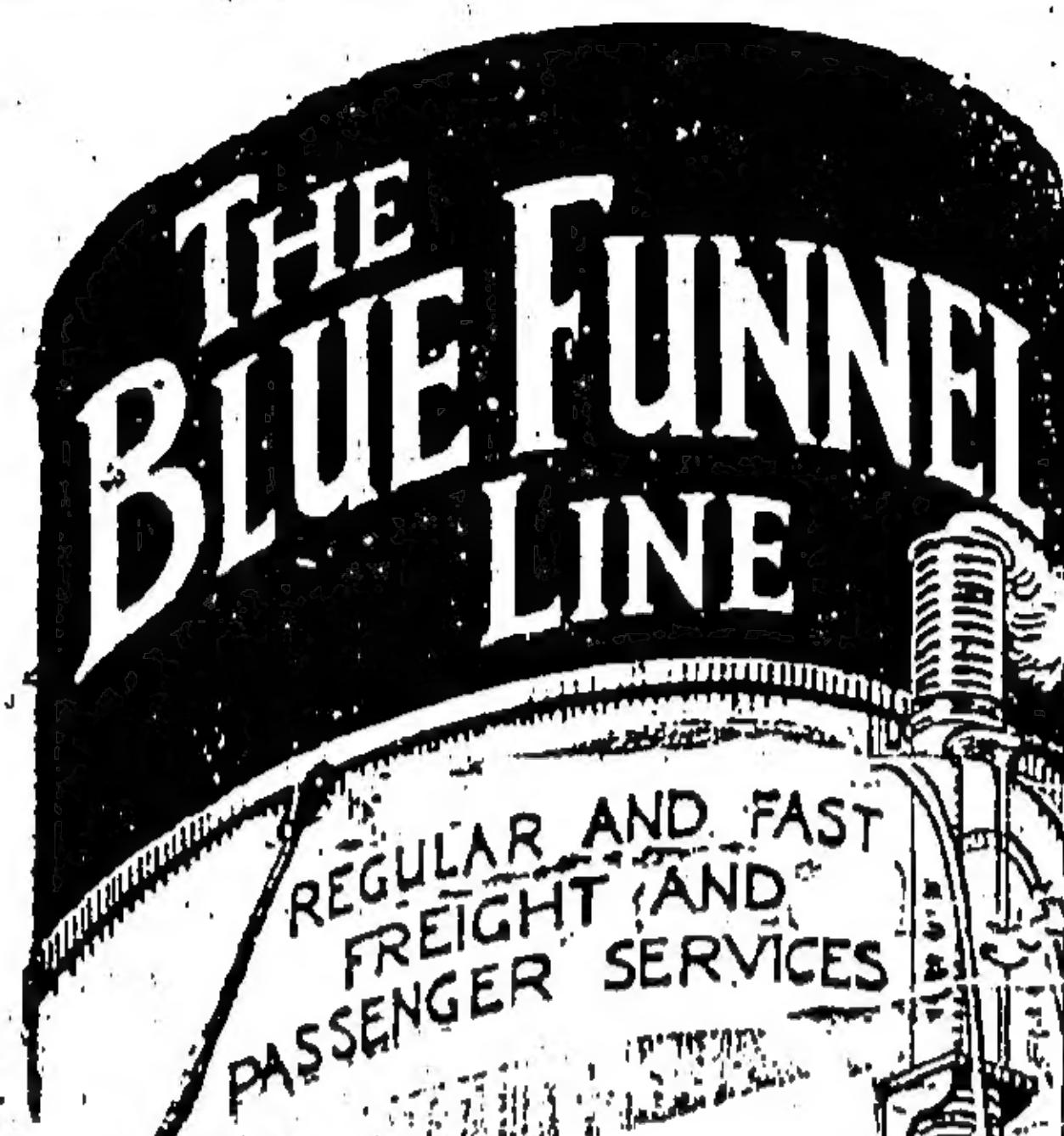


The China Mail

ESTABLISHED
1845



HONG KONG, SATURDAY, JUNE 11, 1927.



LONDON SERVICE.

"DIOME" 14th June Marseilles, London, Hull, Rotterdam & Hamburg
"ARPEGION" 15th June Marseilles, London, Rotterdam & Glasgow
"AUTOMEDON" 12th July Marseilles, London, Rotterdam & Hamburg
"PATHFINDER" 27th July Marseilles, London, Rotterdam & Glasgow
"Call at Cambrai."

LIVERPOOL SERVICE.

"THESEUS" 18th June Genoa, Havre, Liverpool & Glasgow
"OANFA" 20th June Genoa, Havre, Liverpool & Glasgow
"ATREUS" 20th Aug. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

"KOB" & YOKOHAMA
"TAUTUYUHUA" 19th June Victoria, Vancouver & Seattle
"ACHILLES" 2nd July Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"AGAPenor" 2nd July New York, Boston & Baltimore
"HELENUS" 31st July New York, Boston & Baltimore

PASSENGER SERVICE.

"ARPEGION" 20th June Singapore, Marseilles & London
"PAPOLO" 21st June Singapore, Marseilles & London
"ANTONIO" 14th Aug. Singapore, Marseilles & London
"HECTOR" 5th Oct. Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to:

Butterfield & Swire,

Agents.

POST OFFICE NOTICE.

RADIO NOTICES.

Radio Telegraph Services are now in operation between Hong Kong and the following places:—French Indo-China, Province of Yunnan, Canton, Swatow, Kiangnan, Macao, Kwongchow, Fort Bayard, Wuchow and Hoihow.

Rates and further particulars on application to the Radio Counter 1st Floor, G.P.O. Building.

During the interruption of the Hong Kong-Macao cable service the Macao Radio Station will remain open for the exchange of telegrams with Hong Kong from 8 a.m. to 10 p.m. The Hong Kong Station is always open and messages are accepted at any time throughout the 24 hours.

INWARD MAIIS.

From SATURDAY, JUNE Per
Shanghai 11 Suyang.
Shanghai & Europe via Siberia 12 Oldekerk.
U.S.A., Canada, Japan & Shanghai Pres. Taft.

MONDAY, JUNE 13 President Jackson.

Manila Chezan.
Shanghai 15
Straits & parcel mail from London of 5th May Kalyan.

WEDNESDAY, JUNE 16 Aki Maru.

Australia & Manila SUNDAY, JUNE 19 Pyrrhus.
Suez & Straits SUNDAY, JUNE 19 Pyrrhus.

OUTWARD MAIIS.

For SATURDAY, JUNE Per
Straits, Ceylon, India, Mauritius, E. & S. Africa 11 Sudo Maru 12.30 p.m.
Sandakan 12.30 p.m. Muusang 1.30 p.m.
Shanghai 12.30 p.m. Szechuen 2.30 p.m.
Shamshui & Wuchow 12.30 p.m. Kochow 4.30 p.m.
Amoy 12.30 p.m. Kwangtung 5 p.m.
Shanghai & Europe via Siberia 12.30 p.m. Machaon 5 p.m.
Straits & Calcutta 12.30 p.m. Taliamba 5 p.m.

SUNDAY, JUNE 12 Kiangsu 8.30 a.m.
Straits & Bangkok 8.30 a.m. Kwangtung 8.30 a.m.
Shanghai 9 a.m. Pembrokeshire 9 a.m.
Swatow, Amoy & Formosa 9 a.m. Kaijo Maru 9 a.m.
Saigon 9 a.m. Nanchang 9 a.m.

MONDAY, JUNE 13 Sudo Maru 11

Shanghai, Japan, Honolulu & San Francisco—due San Francisco 8th July & Europe via Siberia Registration 9.45 a.m. Letters 10.30 a.m.

*Shanghai & Japan 10 a.m. Tenyo Maru 10 a.m.

Swatow 12.30 p.m. Hakusan Maru 12.30 p.m.
Manila Pres. Taft 4.30 p.m.
Amoy 5 p.m.
Bangkok 5 p.m.

TUESDAY, JUNE 14 Kai Hong Noon

WHEN WAR COMES.

Proposal to Conscript Property.

EX-SERVICE-MEN'S VIEWS.

London, June 10. The third biennial conference of the British Empire Service League has agreed to send representatives in the capacity of observers to a conference at Luxembourg of international ex-Service men known as Pidies.

There was considerable discussion of a resolution moved on behalf of Canada in favour of the conscription of property in war time.

Major-General Coffin (Ceylon) moved, and Captain Kington (Rhodesia) seconded, an amendment that "On the declaration of war the income and person of every citizen shall be taken into the service of the State."

Lieut-General Sir Andrew Skeen (India) said that the proposal would raise a storm in India.

Eventually the conference adopted another amendment moved by Major Sanguineti (Malaya) that the motion was too controversial and political for the League.

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